



Draft Comprehensive Management Plan and  
Environmental Assessment

# Captain John Smith Chesapeake National Historic Trail

September 2010



Cover Photo: © Michael C. Wootton





## United States Department of the Interior

### NATIONAL PARK SERVICE

Captain John Smith Chesapeake National Historic Trail  
410 Severn Avenue, Suite 314  
Annapolis, MD 21403



Dear Reviewer:

The National Park Service is pleased to provide you with a copy of the Draft Comprehensive Management Plan/Environmental Assessment for Captain John Smith Chesapeake National Historic Trail. This is an exciting time in the history of the trail. The Draft Comprehensive Management Plan (CMP), once reviewed and finalized, will guide the management of the trail for the next 20 years.

We invite you to comment on this plan. You may do so by any one of several methods. The preferred method of comment is on the trail's planning web site at <http://parkplanning.nps.gov/cajo>. Second, you may e-mail your comments to [CAJO\\_Superintendent@nps.gov](mailto:CAJO_Superintendent@nps.gov). Or you mail your comments to Superintendent, Captain John Smith Chesapeake National Historic Trail, 410 Severn Avenue, Suite 314, Annapolis, MD 21403.

Whether you comment on the website, by e-mail or through the mail, if you include your address, phone number, e-mail address, or other personal identifying information, you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

The National Park Service will accept comments on the Draft CMP from the public for a period of 30 days beginning on September 7. The closing date for sending in your comments will be announced on the trail's planning website at <http://parkplanning.nps.gov/cajo>. It can also be obtained by calling the trail office at (410) 260-2488.

The full draft document is available for download at the trail's planning website. Additional information about obtaining a CD or print copy of the Draft CMP may be obtained by contacting the trail office at (410) 260-2488. This document is also available for review at trail headquarters at 410 Severn Avenue, Suite 314, Annapolis, MD 21403.

We look forward to receiving your comments.

Sincerely,

John Maounis  
Superintendent





**Draft Comprehensive Management Plan and  
Environmental Assessment**

**Captain John Smith Chesapeake  
National Historic Trail**

Delaware, Maryland, Virginia, and District of Columbia  
2010



## Summary

On December 19, 2006, President George W. Bush signed into law legislation establishing the Captain John Smith Chesapeake National Historic Trail (NHT) as part of the National Trails System and the first national water trail. The trail commemorates the explorations of John Smith on the Chesapeake Bay and its tributaries in 1607-1609, tracing approximately 3,000 miles of his voyage routes. The National Park Service (NPS) is responsible for managing the trail. The trail's enabling legislation also specifically requires that the NPS coordinate trail administration with the Chesapeake Bay Gateways and Watertrails Network (CBGN) and the Chesapeake Bay Program.

The purposes of the John Smith Chesapeake NHT are to:

- commemorate the exploratory voyages of John Smith on the Chesapeake Bay and its tributaries in 1607-1609
- share knowledge about the American Indian societies and cultures of the seventeenth century
- interpret the natural history of the Bay (both historic and contemporary)
- provide recreational experiences on water and on land along the trail

When Captain John Smith explored the Chesapeake region in 1607-1609 he encountered a region rich in natural resources – fish, forests, wetlands, oysters, vistas – and rich in people, cultures and societies. A region that had been peopled for thousands of years by many different cultures, people we now refer to as American Indians, many of whom spoke different languages, had different cultural traditions, and lived together in different and complex societies. The native peoples revered their world and Smith and crew marveled at this world and the native peoples. While the Chesapeake region has changed dramatically in the intervening 400 years, descendant communities of the peoples Smith encountered continue to live in the region and many of the places, forests, wetlands, vistas and other resources, natural and cultural, continue to exist.

The promise of the Captain John Smith Chesapeake National Historic Trail, then, is to help the millions of people in the region and elsewhere experience, envision, come to understand, and care to protect what the explorers and the inhabitants of the region saw 400 years ago:

- by expanding access to the Bay and rivers
- by protecting special places reminiscent or evocative of those times
- by educating the public of the importance and exceptional nature of the region, its people, and its resources
- by providing recreational experiences throughout the region

- by creating partnerships amongst the many citizens, groups and jurisdictions to realize the vision
- by instilling awe and reverence for the special places in the Chesapeake region

Visitor experiences on the trail will include journeys on land – walking, bicycling, motoring – and sojourns on water – paddling, sailing and cruising, in craft large and small. The trail will provide national park quality experiences through NPS partnerships with state and local governments, and non-profit and for profit organizations. The trail can serve as an important agent in promoting stewardship of the Chesapeake Bay, and renewal of the human spirit.

Many partners will assist the NPS with future planning, development, and management of the trail. Its evolution will require a robust trail partnership involving the NPS, the trail's friends, the Chesapeake Bay Gateways and Watertrails Network, federal and state agencies, communities throughout the region, non-profit organizations, and businesses along the trail. Working collaboratively the NPS and its partners will develop component water trails, provide access to the trail, tell the trail's stories, offer services for trail users, and protect the important resources related to the trail. Together, the NPS and all of its partners are dedicated to forging a future for the Chesapeake inspired by lessons from the past.

### **Purpose and Need for the Comprehensive Management Plan**

This document is a draft comprehensive management plan and environmental assessment (CMP/EA) for the Captain John Smith Chesapeake National Historic Trail. The purpose of the CMP is to provide a decision-making framework that ensures that management decisions effectively and efficiently carry out the NPS responsibilities for the Captain John Smith Chesapeake National Historic Trail. It is needed to guide management decision making for the trail for the next 20 years.

### **Major Management Issues Addressed in the CMP**

The CMP addresses management issues relevant to the future management of the trail. As part of the CMP planning process, the NPS planning team engaged its partners and the public to assist with identifying the issues. The CMP focuses on providing management direction in response to these issues, including:

- visitor experience on the trail
- identification and protection of trail-related resources
- accurate and respectful representation of American Indian heritage
- public access to the trail
- trail partnerships
- trail planning, development, and management
- trail marking



## Overview of the Alternatives Considered

The CMP/EA considers four alternatives for future management of the trail. Each alternative assumes a different management approach to addressing the major trail management issues, including the Continuation of Current Management (Alternative 1) and three action alternatives (Alternatives 2, 3, and 4).

### ■ Alternative 1 – Continuation of Current Management

In Alternative 1 trail management would continue to focus the visitor experience, resource protection, and partnerships on existing partner sites and existing water trails. Visitors would experience the trail through a variety of self-guided trips on the land and on the water, or as part of a general recreation experience in the Chesapeake Region. Interpretive experiences would be focused at some Chesapeake Bay Gateways and Watertrails Network (CBGN) partner sites where interpretive media would tell the trail's stories and where there would be occasional opportunities to participate in trail-related interpretive and educational programs. Visitors would learn about the John Smith voyages, the Bay and its related natural and cultural resources, and conservation and stewardship of Bay resources.

Visitors would orient themselves to the trail by visiting the trail website or by studying the trail brochures. Orientation would also occur at CBGN partner sites where trail-related literature would be available and staff would have knowledge of the trail.

Visitors would access the trail at existing public access sites within federal, state, and local parks and national wildlife refuges. Many of these sites would offer access to the water for both motorized and non-motorized vehicles.

Visitors would travel the trail on the land by following the network of existing hiking/biking trails, bike routes, and auto routes along portions of the trail. These would connect some partner sites and access sites that provide opportunities to view the voyage route at overlooks and from public access sites on the water. Some auto routes and trails would tell the stories of the voyages, such as *John Smith's Adventures on the James River Water Trail and Auto Tour* (Virginia DCR). New land-based trails and auto tours would develop over time as partners emerge to develop and manage them.

Water-based experiences along the trail would be largely self-guided. Along most of the trail, access points would be widely spaced and few if any visitor facilities and services would be available, except in the vicinity of settled areas and at CBGN sites. Very few overnight camping facilities would be available, greatly limiting opportunities for multi-day boating trips in remote areas of the Bay and its tributaries. Where water trails exist, trail partners would manage them, providing opportunities for visitors to travel portions of the trail with the help of water trail guides and interpretive materials, and along some water trails, making available visitor facilities and services on the shore at or near access sites.

Trail managers would continue to gain some additional understanding of these resources – where they occur along the trail, their significance to the trail, the actions needed to protect them, and the opportunity they offer for visitors to experience the trail and to tell its stories. Cultural resource identification would occur through NPS and partner collaboration; partners would undertake studies consistent with their individual mission, with NPS support and technical assistance, as funding permits. There would be no further investigations to identify additional high potential route segments or high potential historic sites.

Land protection would continue to be at the discretion of local and state agencies, consistent with their mission and as funding permits. The potential for federal land acquisition would be minimal although acquisition could occur if there is a willing seller and a site is threatened with destruction or irreparable damage.

The NPS Chesapeake Bay Office would have overall responsibility for trail planning, management, and development, which would occur in coordination with the CBGN program. The trail would continue to develop as partnerships are forged or enhanced with traditional and non-traditional partners. However, partnerships would develop and operate in support of the trail on a piecemeal basis – there would not be a common agenda to guide the collective group of partners.

Federal and state agencies would support trail activities. Trail management would be integrated with management of other NPS units and national trails where they are in close proximity to the trail or overlap with the trail.

The Chesapeake Conservancy would be the primary NPS partner providing assistance with trail development through advocacy, fundraising, land protection, working with landowners, awareness building, and other functions. In addition there are and would continue to be other regional and even trail-wide partners with which the NPS would collaborate, including other federal agencies and state agencies.

■ **Alternative 2 – Exploratory Voyages of Captain John Smith**

In Alternative 2 trail management would emphasize interpreting and protecting the most historically significant places directly associated with John Smith's voyages. Visitors would travel the trail on the land and on the water stopping at the places where John Smith stopped and learning about the experiences he had as he explored the Bay. Interpretive experiences would be focused at voyage stops, connected by NPS-designated water trails, auto and bus routes, and organized water tours. As visitors follow the trail, they would stop at visitor contact stations, national wildlife refuges, and other CBGN partner sites where they would find a broad array of interpretive materials and would have opportunities to participate in interpretive and educational programs or witness living history exhibits and reenactments of voyage events. Interpretive materials and programs would tell the stories of the voyages, Smith's relations with American Indians, and the natural resources he encountered.

Visitors would orient themselves to the trail by visiting the trail website or by studying the trail brochures. Once on the trail they would obtain more information about the trail by stopping at one or more of the trail's five visitor contact stations located at existing CBGN partner facilities in the vicinity of significant voyage stops.

Visitors would access the trail from an expanded network of public access sites within federal, state, and local parks and national wildlife refuges, as well as on private conservation lands. New access sites would be located at or in the vicinity of voyage stops, enabling visitor to experience as closely as possible the locations where John Smith stopped. Access would include a mix of pull-offs with views of the trail, trails to the water, day-use facilities near the water, and boat access sites. New boat access sites would primarily be "soft" put-in/take-outs for canoes and kayaks.

Visitors would travel the trail on the land by following an expanded network of hiking/biking trails, bike routes, and auto routes along portions of the trail. These would connect partner sites, voyage stops, and access sites that provide opportunities to view the voyage route and voyage stops at overlooks and from public access sites on the water.

Over time water trails would develop offering recreational experiences along the entire length of the trail. Trail partners would manage the water trails, providing opportunities for visitors to travel the trail with the help of water trail guides and interpretive materials that focus on the voyages and the events that occurred at each voyage stop. Visitors would paddle, sail, or motor from stop to stop, learning about the voyages at each stop. Along most of the trail, access points would be widely spaced and few if any visitor facilities and services would be available, except in the vicinity of settled areas. Very few overnight camping facilities would be available, greatly limiting opportunities for multi-day boating trips in remote areas of the Bay and its tributaries.

Resource identification would emphasize voyage stops and 17<sup>th</sup> century American Indian archeological sites; secondary emphasis would be on evocative landscapes, historic American Indian town sites, landscape features and cultural sites of significance to modern American Indian tribes, indigenous cultural landscapes, and cross sites. Trail managers would continue to gain some additional understanding of these resources – where they occur along the trail, their significance to the trail, the actions needed to protect them, and the opportunity they offer for visitors to experience the trail and to tell its stories. Additional studies would identify and document the significance and stories associated with voyage stops, particularly those that occur within landscapes that are evocative of the 17<sup>th</sup> century when John Smith explored the area. Further investigations would focus on evaluating additional significant voyage stops that might qualify for designation as high potential historic sites.

Land protection would focus on all voyage stops, particularly those that qualify as high potential historic sites. Partners would assume primary responsibility for protection and the NPS would provide technical

assistance with education of landowners regarding stewardship, planning, partner acquisition, and identification of potential funding sources. There would be some potential for federal land acquisition, although acquisition could occur if there is a willing seller and a site is threatened with destruction or irreparable damage.

The NPS Chesapeake Bay Office would have overall responsibility for trail planning, management, and development, which would occur in coordination with the Chesapeake Bay Gateways and Watertrails Network (CBGN) program. Trail development would occur in accordance with the CMP. Segment management plans for the trail's ten management sections would tier off the CMP, providing more detailed analysis and management guidelines for trail management sections. Segment management plans would provide the basis for prioritizing investment in trail development projects, including land acquisitions.

The trail would continue to develop as partnerships are forged or enhanced with traditional and non-traditional partners who would collaborate to generally emphasize programs, media, and trail facilities to tell the stories of the John Smith voyages. Trail section management plans would provide a common agenda to guide the collective group of partners.

Federal and state agencies would support trail activities. Trail management would be integrated with management of other NPS units and national trails where they are in close proximity to the trail or overlap with the trail. NPS and the U.S. FWS would collaborate to implement opportunities for trail visitors at national wildlife refuges that occur in the vicinity of voyage stops.

The Chesapeake Conservancy would be the primary NPS partner providing assistance with trail development through advocacy, fundraising, land protection, working with landowners, awareness building, and other functions. A friends group would support the work of the trail partners by assisting with resource protection, organizational capacity building, and development (fundraising). In addition there are and would continue to be other regional and even trail-wide partners with which the NPS would collaborate, including other federal agencies and state agencies.

■ **Alternative 3 – Chesapeake Region in the 17<sup>th</sup> Century (Preferred Alternative)**

In Alternative 3 trail management would emphasize interpreting and protecting the world of the Chesapeake that Smith encountered during his voyages – its natural abundance and its complex American Indian cultures. Visitors would travel the trail on the land and on the water enjoying a variety of enhanced recreation experiences while exploring places reminiscent of the Bay in the 17<sup>th</sup> century and stopping at the places where John Smith stopped. Immersed in an evocative landscape along much of the water trail, visitors would enjoy multi-day experiences on the Bay and its tributaries. They would also hike or bike between voyage stops, fish, and picnic near the water, while learning about the experiences Smith had as he explored the Bay, the natural world he discovered, and the American Indian cultures he encountered.

Interpretive experiences would be focused at voyage stops, evocative landscapes, significant archeological sites, and landscape features and cultural sites of significance to modern American Indian tribes. NPS-designated water trails, auto and bus routes, and organized water tours would connect sites. As visitors follow the trail, they would stop at visitor contact stations, interpretive and education centers, national wildlife refuges, and other CBGN partner sites where they would find a broad array of interpretive materials, could participate in interpretive and educational programs, or witness living history exhibits and reenactments of voyage events. They could also participate in environmental stewardship programs and safety/skills programs.

Visitors would orient themselves to the trail by visiting the trail website or by studying the trail brochures. Once on the trail they would obtain more information about the trail by stopping at one of the trail's two visitor interpretation and education centers or by stopping at one of the trail's five visitor contact stations. These facilities would all be located at existing CBGN partner facilities; the centers would be developed to provide multiple interpretive, education, and orientation functions for the Star-Spangled Banner NHT, the Washington Rochambeau Revolutionary Route NHT, and the CBGN.

Visitors would access the trail from a greatly expanded network of public access sites within federal, state, and local parks and national wildlife refuges, as well as on private conservation lands. Many new access sites would be located at or in the vicinity of voyage stops and evocative landscapes, enabling visitors to experience as closely as possible the locations where John Smith stopped and world of the Chesapeake he explored. Accesses would include a mix of pull-offs with views of the trail, trails to the water, day-use facilities near the water, and boat access sites. Boat access sites would also be developed where additional access is needed to meet boating demand along the trail. These would be "soft" put-in/take-outs for canoes and kayaks. Where these sites do not adjoin evocative landscapes, they would also offer other recreation opportunities, such as day-use facilities for picnicking, fishing, hiking, and, at some sites, primitive camping.

Visitors would travel the trail on the land by following an expanded network of hiking/biking trails, bike routes, and auto routes along portions of the trail. These would connect partner sites, voyage stops, access/recreation sites, high potential historic sites, recreation sites, visitor interpretation and education centers, and visitor contact stations.

Over time water trails would develop offering recreational experiences along the entire length of the trail. Trail partners would manage the water trails, providing opportunities for visitors to travel the trail with the help of water trail guides and interpretive materials that focus on the voyages and the events that occurred at each voyage stop, the natural history of the region, and the histories of American Indian communities. Visitors would paddle, sail, or motor from stop to stop, immersed in evocative landscapes along much of the trail. Addition of access points would reduce distances between put-ins/take-outs, providing more

opportunities for shorter one-way day trips within the physical capabilities of average paddlers. Visitors would also be able to have multi-day experiences on the water, made possible by the addition of primitive camping facilities at new access sites as well as in the “backcountry” – where they would be accessible only by water.

Resource identification would emphasize evocative landscapes; secondary emphasis would be on voyage stops, 17<sup>th</sup> century American Indian archeological sites, American Indian town sites, landscape features and cultural sites of significance to modern American Indian tribes, indigenous cultural landscapes, and cross sites. Trail managers would continue to gain some additional understanding of these resources – where they occur along the trail, their significance to the trail, the actions needed to protect them, and the opportunity they offer for visitors to experience the trail and to tell its stories. Additional studies would identify and document the voyage stops, evocative landscapes, cross sites, 17<sup>th</sup> century American Indian archeological sites, historic American Indian town sites, and landscape features and cultural sites of significance to modern American Indian tribes. Further investigations would evaluate and seek to designate high potential route segments and high potential historic sites along the length of the trail.

Land protection would focus on all voyage stops (particularly those that qualify as high potential historic sites), cross sites, evocative landscapes, and sites providing access to the trail for recreation. A cooperative resource preservation and land conservation agenda would be developed and implemented in partnership with federal, state, and local government agencies, NGOs, American Indian communities, and private property owners. Partners would assume primary responsibility for protection and the NPS would provide technical assistance with education of landowners regarding stewardship, planning, partner acquisition, and identification of potential funding sources. There would be potential for federal land acquisition, if there is a willing seller and the site is important to implementation of the trail.

The NPS Chesapeake Bay Office would have overall responsibility for trail planning, management, and development, which would occur in coordination with the Chesapeake Bay Gateways and Watertrails Network (CBGN) program. Trail development would occur in accordance with the CMP. Segment management plans for the trail’s ten management sections would tier off the CMP, providing more detailed analysis and management guidelines for trail management sections. Segment management plans would provide the basis for prioritizing investment in trail development projects, including land acquisitions.

The trail would continue to develop as partnerships are forged or enhanced with traditional and non-traditional partners who would collaborate to generally emphasize programs, media, and trail facilities to tell the stories of the John Smith voyages. Trail section management plans would provide a common agenda to guide the collective group of partners.

Federal and state agencies would support trail activities. Trail management would be integrated with management of other NPS units and national trails where they are in close proximity to the trail or overlap



with the trail. NPS and the U.S. FWS would collaborate to implement opportunities for trail visitors at national wildlife refuges that occur in the vicinity of voyage stops.

The Chesapeake Conservancy would be the primary NPS partner providing assistance with trail development through advocacy, fundraising, land protection, working with landowners, awareness building, and other functions. A friends group would support the work of the trail partners by assisting with organizational capacity building, development (fundraising), working with the NPS on developing a resource protection and preservation agenda, and facilitating implementation of the agenda with partners. In addition there are and would continue to be other regional and even trail-wide partners with which the NPS would collaborate, including other federal agencies and state agencies.

#### ■ **Alternative 4 – Recreation on the Historic Trail**

In Alternative 4 trail management would emphasize increasing public access and recreation along the trail, with limited resource protection and interpretation at access sites and at recreation sites. Visitors would travel the trail on the land and on the water enjoying a variety of enhanced recreation experiences and participating in volunteer environmental programs. Visitors would hike and bike between voyage stops, enjoying multi-day experiences on the water, and enjoying a variety of recreation experiences near the water while learning about the natural history of the region and the Captain John Smith voyages.

Interpretive experiences would be focused at voyage stops where recreation opportunities are also present. NPS-designated water trails, auto and bus routes, and organized water tours would connect sites. As visitors follow the trail, they would stop at visitor contact stations, national wildlife refuges, and other CBGN partner sites where they would find a broad array of interpretive materials and would have opportunities to participate in environmental stewardship programs and safety/skills programs.

Visitors would orient themselves to the trail by visiting the trail website or by studying the trail brochures. Once on the trail they would obtain more information about the trail by stopping at one or more of the trail's five visitor contact stations located at existing CBGN partner facilities in the vicinity of significant voyage stops.

Visitors would access the trail from a greatly expanded network of public access sites within federal, state, and local parks and national wildlife refuges, as well as on private conservation lands. Some new access sites would be located at or in the vicinity of voyage stops, enabling visitors to experience as closely as possible the locations where John Smith stopped. Accesses would include a mix of pull-offs with views of the trail, trails to the water, day-use facilities near the water, and boat access sites. Boat access sites would be developed where additional access is needed to meet boating demand along the trail. These would be "soft" put-in/take-outs for canoes and kayaks. Where these sites do not adjoin evocative landscapes, they would also offer other recreation opportunities, such as day-use facilities for picnicking, fishing, hiking, and,

at some sites, primitive camping. Some recreation sites would also include developed campground facilities.

Visitors would travel the trail on the land by following an expanded network of hiking/biking trails, bike routes, and auto routes along portions of the trail. These would connect partner sites, voyage stops, access/recreation sites, high potential historic sites, recreation sites, and visitor contact stations.

Over time water trails would develop offering recreational experiences along the entire length of the trail. Trail partners would manage the water trails, providing opportunities for visitors to travel the trail with the help of water trail guides and interpretive materials that focus on the voyages and the events that occurred at each voyage stop. Visitors would paddle, sail, or motor from stop to stop, learning about the voyages at each stop. Addition of access points would reduce distances between put-ins/take-outs, providing more opportunities for shorter one-way day trips within the physical capabilities of average paddlers. Visitors would also be able to have multi-day experiences on the water, made possible by the addition of developed campgrounds and primitive camping facilities at new access sites as well as in the “backcountry” – where they would be accessible only by water.

Resource identification would emphasize evocative landscapes; secondary emphasis would be on voyage stops, 17<sup>th</sup> century American Indian archeological sites, American Indian town sites, landscape features and cultural sites of significance to modern American Indian tribes, indigenous cultural landscapes, and cross sites. Trail managers would continue to gain some additional understanding of these resources – where they occur along the trail, their significance to the trail, the actions needed to protect them, and the opportunity they offer for visitors to experience the trail and to tell its stories. Additional studies would identify and document the voyage stops, evocative landscapes, cross sites, 17<sup>th</sup> century American Indian archeological sites, historic American Indian town sites, landscape features and cultural sites of significance to modern American Indian tribes, and indigenous cultural landscapes. Further investigations would evaluate and seek to designate high potential route segments and high potential historic sites in the vicinity of significant voyage stops and recreation sites.

Land protection would focus on all voyage stops (particularly those that qualify as high potential historic sites), evocative landscapes within which voyage stops are located, evocative landscapes in the vicinity of recreation sites, and sites providing access to the trail for recreation. Partners would assume primary responsibility for protection and the NPS would provide technical assistance with education of landowners regarding stewardship, planning, partner acquisition, and identification of potential funding sources. There would be potential for federal land acquisition, if there is a willing seller and the site is important to implementation of the trail.

The NPS Chesapeake Bay Office would have overall responsibility for trail planning, management, and development, which would occur in coordination with the Chesapeake Bay Gateways and Watertrails

Network (CBGN) program. Trail development would occur in accordance with the CMP. Segment management plans for the trail's ten management sections would tier off the CMP, providing more detailed analysis and management guidelines for trail management sections. Segment management plans would provide the basis for prioritizing investment in trail development projects, including land acquisitions.

The trail would continue to develop as partnerships are forged or enhanced with traditional and non-traditional partners who would collaborate to generally emphasize programs, media, and trail facilities to tell the stories of the John Smith voyages. Trail section management plans would provide a common agenda to guide the collective group of partners.

Federal and state agencies would support trail activities. Trail management would be integrated with management of other NPS units and national trails where they are in close proximity to the trail or overlap with the trail. NPS and the U.S. FWS would collaborate to implement opportunities for trail visitors at national wildlife refuges that occur in the vicinity of voyage stops.

The Chesapeake Conservancy would be the primary NPS partner providing assistance with trail development through advocacy, fundraising, land protection, working with landowners, awareness building, and other functions. A friends group would support the work of the trail partners by assisting with resource protection, organizational capacity building, and development (fundraising). In addition there are and would continue to be other regional and even trail-wide partners with which the NPS would collaborate, including other federal agencies and state agencies.

## **Environmental Consequences of the Alternatives**

The environmental assessment (EA) portion of this CMP describes the affected natural, cultural, scenic, and socio-economic environment along the trail and the anticipated impacts on the environment associated with the four CMP alternatives. Eleven impact topics are addressed: aquatic resources; terrestrial resources; threatened and endangered species; archeological resources, historic structures; ethnographic resources; cultural landscapes; trail access; visitor experience; socioeconomics; and trail administration and management

Determining environmental consequences included identifying the regulations and policies applicable to each impact topic, defining the methods used to conduct the analysis, and defining relative terms to qualify impacts, such as "negligible" or "moderate" effects for each impact topic. Analyses were performed to evaluate impacts along the trail and on a more regional scale in terms of cumulative impacts. Analyses involved comparing conditions that would occur with changes in management (Alternatives 2, 3 and 4) to conditions that would occur if current management practices continued (Alternative 1). The results are presented in Table 3.8 of the CMP/EA and are summarized as follows:

**Beneficial Impacts of the Alternatives:**

- All alternatives would have beneficial impacts on aquatic resources, terrestrial resources, and threatened and endangered species. Beneficial impacts would be negligible and minor, except for Alternative 3 which would have greater (minor to moderate) beneficial impacts.
- Alternatives 2 and 3 would have beneficial impacts on archeological resources, historic structures, ethnographic resources, and cultural landscapes. Beneficial impacts in Alternative 2 would be minor, except for historic structures where they would be moderate. Beneficial impacts would be greater in Alternative 3, being moderate for all four types of cultural resources.
- All alternatives would have beneficial impacts on trail access. Beneficial impacts would be negligible to minor for Alternative 1 while they would be moderate for Alternatives 2, 3, and 4.
- All alternatives would have minor long-term beneficial impacts on visitor experience.
- Alternative 2 would have minor long-term beneficial impacts on socioeconomics. Alternatives 3 and 4 would have moderate long-term beneficial impacts on socioeconomics.
- Alternatives 2, 3, and 4 would have minor long-term beneficial impacts on trail administration and management.

**Adverse Impacts of the Alternatives:**

- All alternatives would have long-term negligible to minor adverse impacts on aquatic resources, terrestrial resources, and threatened and endangered species.
- Alternatives 1 and 4 would have negligible to minor adverse impacts on archeological resources, historic structures, ethnographic resources, and cultural landscapes.

Overall, Alternative 3 (Preferred Alternative) would have the greatest beneficial impacts, including moderate long-term beneficial impacts in seven topics and minor long-term beneficial impacts in four topics. Adverse impacts associated with Alternative 3 (Preferred Alternative) would be negligible to minor and long-term in only two impact topics and negligible to minor and short-term in only one impact topic.

**Public Involvement in the CMP Planning Process**

During the CMP planning process the NPS has reached out to the public on numerous occasions for input regarding trail management issues, the range of alternatives under consideration, and the types of impacts to be addressed in the trail's new plan. This process has involved the general public, interested individuals, civic organizations, trail user groups, American Indian tribes, and various federal, state, and local agencies. As the planning process has progressed the NPS has provided information and updates via newsletters, news releases, the trail website, briefings, and public workshops.

### **Agency Preferred Alternative – Alternative 3**

The NPS has identified Alternative 3 as the preferred alternative to guide long-term management of the Captain John Smith Chesapeake National Historic Trail. Selection of Alternative 3 as the preferred alternative is based on the analysis and findings of the CMP planning team as well as on public comments received during the planning process. The CMP planning team has determined that Alternative 3 would fulfill the NPS statutory mission and responsibilities of the trail and would offer a greater overall advantage when compared to the other CMP alternatives considered. Alternative 3 would offer greater advantages with respect to: protection of trail-related resources; interpretation, education, and understanding for visitors; public use and enjoyment of the trail; and effective development and management of the trail.

### **The Next Steps**

Following distribution of the Draft CMP/EA, there will be a 30-day public review and comment period. The public will have opportunities to provide comments on the management alternatives, including the preferred alternative. The public will be able to comment on-line or in the form of email and letters, which must be post marked by the due date posted on the website.

Following the comment period the CMP planning team will evaluate comments received from other federal agencies, organizations, businesses, and individuals regarding the Draft CMP/EA. If the results of public and agency review do not identify any potential for significant impacts, the CMP planning team will prepare a finding of no significant impact (FONSI) that will summarize the comments received on the Draft CMP/EA and document the alternative selected for implementation. Conversely, if agency and public review reveals potential for significant impacts, the NPS may proceed with a Notice of Intent to prepare an Environmental Impact Statement (EIS) and the alternative selected for implementation would be documented in a Record of Decision once the EIS process was completed.

### **Implementation of the Plan**

Implementation of the approved trail management plan would depend on future funding from NPS and its partners. Some actions would also depend upon partnership funds, time, and effort. The approval of a CMP/EA does not guarantee that funding and staffing needed to implement the plan will be forthcoming. Full implementation of the plan by the NPS and its partners could be many years in the future.

Once the Regional Director for the NPS Northeast Region has approved the CMP/EA, additional feasibility studies and more detailed planning, environmental documentation, and consultations would be completed, as appropriate, before the NPS can implement certain actions in the selected alternative. Future program and implementation plans, describing specific actions that managers intend to undertake and accomplish, would tier from the desired conditions and long-term goals set forth in this CMP.





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## Acronyms

**ACHP** – Advisory Council on Historic Preservation

**ADA** – Americans with Disabilities Act

**ATS** – alternative transportation system

**BMPs** – best management practices

**CAJO** – Captain John Smith Chesapeake National Historic Trail

**CBA** – Choosing By Advantages

**CBIBS** – Chesapeake Bay Interpretive Buoy System

**CEQ** – Council on Environmental Quality

**CFR** – Code of Federal Regulations

**CBGN** – Chesapeake Bay Gateways and Watertrails Network

**CHBA** – NPS Chesapeake Bay Office

**CMP** – comprehensive management plan

**EA** – environmental assessment

**EO** – executive order

**EPA** – U.S. Environmental Protection Agency

**FONSI** – Finding of No Significant Impact

**FR** – Federal Register

**FTE** – full-time equivalent (staff positions)

**GPRA** – Government Performance and Results Act

**MOA** – memorandum of agreement

**MOU** – memorandum of understanding

**NEPA** – National Environmental Policy Act

**NHPA** – National Historic Preservation Act

**NHT** – national historic trail

**NST** – national scenic trail

**NTSA** – National Trails System Act, as amended

**NOI** – notice of intent

**NOAA** – National Oceanic and Atmospheric Administration

**NPS** – National Park Service

**NWR** – national wildlife refuge

**PEPC** – Planning, Environment and Public Comment System

**PL** – public law

**ROD** – record of decision

**SHPO** – State Historic Preservation Officer/Office

**SAV** – submerged aquatic vegetation

**WASO** – National Park Service Washington Office

**USACOE** – U.S. Army Corps of Engineers

**USDI** – U.S. Department of the Interior

**U.S.C.** – United States Code

**USFWS** – U.S. Fish and Wildlife Service



## CHAPTER 1 FOUNDATION FOR PLANNING

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## **1.0 Foundation for Planning**

### **1.1 Promise of the Trail – A Chesapeake Bay Experience**

On December 19, 2006, President George W. Bush signed into law legislation establishing the Captain John Smith Chesapeake National Historic Trail (NHT) as part of the National Trails System and the first national water trail. The trail commemorates the explorations of John Smith on the Chesapeake Bay and its tributaries in 1607-1609, tracing approximately 3,000 miles of his voyage routes. The National Park Service (NPS) is responsible for managing the trail.

When Captain John Smith explored the Chesapeake region in 1607-1609 he encountered a region rich in natural resources – fish, forests, wetlands, oysters, vistas – and rich in people, cultures and societies. A region that had been peopled for thousands of years by many different cultures, people we now refer to as American Indians, many of whom spoke different languages, had different cultural traditions, and lived together in different and complex societies. The native peoples revered their world and Smith and crew marveled at this world and the native peoples. While the Chesapeake region has changed dramatically in the intervening 400 years, descendant communities of the peoples Smith encountered continue to live in the region and many of the places, forests, wetlands, vistas and other resources, natural and cultural, continue to exist.

The promise of the Captain John Smith Chesapeake National Historic Trail, then, is to help the millions of people in the region and elsewhere experience, envision, come to understand, and care to protect what the explorers and the inhabitants of the region saw 400 years ago:

- by expanding access to the Bay and rivers
- by protecting special places reminiscent or evocative of those times
- by educating the public of the importance and exceptional nature of the region, its people, and its resources
- by providing recreational experiences throughout the region
- by creating partnerships amongst the many citizens, groups and jurisdictions to realize the vision
- by instilling awe and reverence for the special places in the Chesapeake region

Visitor experiences on the trail will include journeys on land – walking, bicycling, motoring – and sojourns on water – paddling, sailing and cruising, in craft large and small. The trail will provide national park quality experiences through NPS partnerships with state and local governments, and non-profit and for profit organizations. The trail can serve as an important agent in promoting stewardship of the Chesapeake Bay, and renewal of the human spirit.

The trail can provide Bay-related interpretive and educational experiences that offer teachers, students, visitors and citizen stewards opportunities to:

- learn about Smith and the Chesapeake he experienced at the turn of the 17<sup>th</sup> century and the impacts of Smith's journeys, his maps, and his published descriptions of the Chesapeake
- learn about American Indians of the Chesapeake – how they lived in the 17th century, and their complex societies and cultures
- learn about the 17<sup>th</sup> century Chesapeake – its abundance, its richness, and its natural systems
- explore the stories and resources of the Bay via traditional interpretive media and programming, as well as through cutting edge mobile and web technology
- experience the Bay's rich heritage and diversity at historic sites, wildlife refuges, state parks, public landings, public and private marinas, and other venues that provide access to the Bay and opportunities to get on the water

The trail can enhance protection of the Bay and its resources:

- by identifying and protecting important American Indian sites, historic sites relevant to Smith and his journeys, and significant landscapes and viewsheds evocative of the 17<sup>th</sup> century
- by affording opportunities for federal, state, and local governments and non-profit partners to enter into agreements, establish conservation easements, and utilize other mechanisms to protect special places around the Bay
- by creating a network of connecting trails on the main stem of the trail and beyond it
- by providing visitor experiences and opportunities that will build understanding, promote action, and instill a strong stewardship ethic
- by providing opportunities for volunteers to take direct action to protect the Bay

These objectives can be realized through a robust trail partnership involving the NPS, the trail's friends, the Chesapeake Bay Gateways and Watertrails Network, federal and state agencies, communities throughout the region, non-profit organizations, and businesses along the trail. Together, the NPS and all of its partners are dedicated to forging a future for the Chesapeake inspired by lessons from the past.

## **1.2 The Trail's Comprehensive Management Plan**


This comprehensive management plan (CMP) provides the guidance needed by the NPS and its partners to achieve the vision for the Captain John Smith Chesapeake NHT. The new CMP will replace the *Captain John Smith Chesapeake National Historic Trail Feasibility Study/Environmental Assessment* (NPS 2006a) as the




Figure 1.1:  
**Regional Location**

**John Smith Voyages Composing the Trail**

- John Smith Voyage 1
- John Smith Voyage 2
- John Smith Other Voyage

 National Park Service  
U.S. Department of the Interior

0 10 20 40 60 Miles



principal guiding document for planning, development, and management of the trail. The CMP will guide decision-making for the next 20 years.

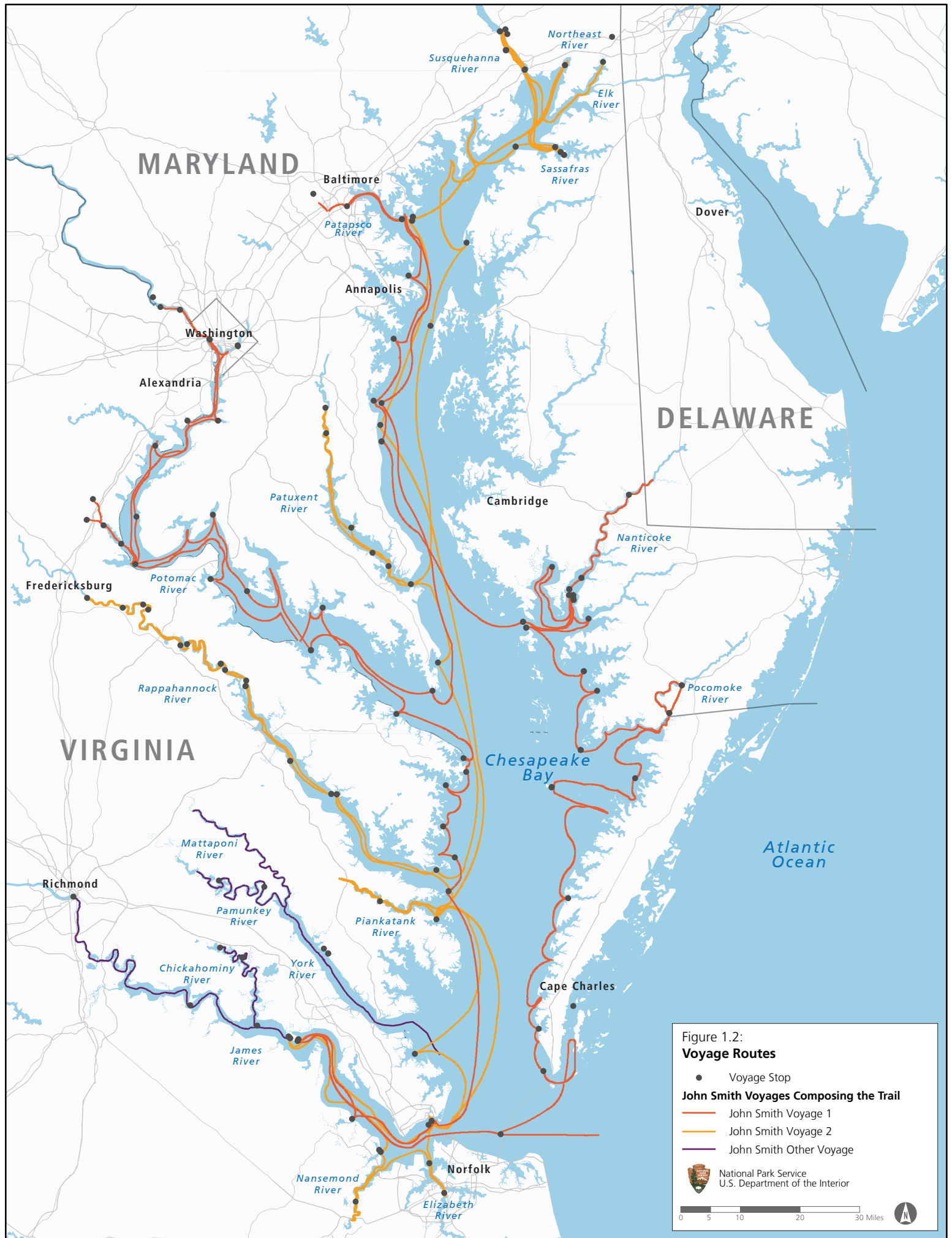
The proposed federal action considered in this environmental assessment (EA) is the implementation of a programmatic management framework – in the form of a comprehensive management plan – to accomplish the purposes for which the Captain John Smith Chesapeake NHT was established by Congress. The CMP/EA complies with all applicable requirements and policies, including the National Trails System Act (NTSA), as amended, the National Environmental Policy Act (NEPA) of 1969, as amended, the National Historic Preservation Act, as amended, and the National Parks and Recreation Act of 1978. As mandated by the NTSA, the CMP/EA includes the following items:

- the objectives and practices to be observed in management of the trail, including 1) identification of all significant natural, historical, and cultural resources to be preserved, 2) the types of cooperative agreements likely to be implemented with state and local government agencies and other trail partners, and 3) an approach for establishing the trail's carrying capacity
- the process to be implemented for marking the trail
- the strategy and general tools to be used for protecting the trail's high potential route segments and high potential historic sites
- an indication of the general types and locations of trail facilities, including anticipated costs
- the criteria and process to be followed for designation of connecting trails

The CMP also addresses the trail's legislative mandates to 1) manage the trail in consultation with the Captain John Smith Chesapeake NHT Advisory Council, 2) coordinate trail administration with the Chesapeake Bay Gateways and Watertrails Network (CBGN) and the Chesapeake Bay Program, and 3) consult with other federal, state, tribal, regional, and local agencies and the private sector with respect to trail administration.

#### **1.2.1 Purpose of the Plan**

The purpose of the CMP/EA is to provide a framework for managing and developing the trail over the next 20 years. The NPS routinely makes many difficult decisions about the preservation of the trail's resources, about priorities for using available funds and staff, about supporting partners with an interest in the trail, and about differing local and nationwide interests and views of what is most important along the trail. The decision-making framework in the trail's CMP will provide guidance to make these management choices in a manner that is consistent with the purposes for which the Captain John Smith Chesapeake NHT was established by Congress as part of the National Trails System, that protects trail-related resources, and that provides the desired trail experience for visitors.



### 1.2.2 Need for the Plan

The CMP/EA is needed to provide long-term coordinated direction for the NPS and its partners for management, development, and use of the Captain John Smith Chesapeake NHT. In this regard the CMP accomplishes the following:

- defines how resources are to be protected and the visitor uses and experiences to be achieved
- defines the essential role for partners in accomplishing the vision for the trail and outlines how the NPS will work in coordination with its partners in management and development of the trail
- provides a framework for NPS managers and the trail partners to use when making decisions about trail uses such as how to best protect resources and values, how to provide quality visitor use and experience, how to manage visitor use, and what kinds of facilities, if any, will be needed to achieve the desired visitor experiences
- considers the concerns, expectations, and values of the public and landowners along the trail related to land protection and management of trail-related resources and visitor experiences
- meets NPS legal requirements for comprehensive management planning pursuant to the National Trails System Act (PL 90-543, as amended, Section 5(f)) and provides a guide for more specific projects, to base decisions on adequate environmental information and analysis, and to track progress toward goals
- ensures that management decisions by the NPS and its partners promote the efficient use of public funds and that trail managers are accountable to the public for their management decisions

### 1.2.3 Plan Development

The CMP planning team – led by staff of the Captain John Smith Chesapeake NHT – prepared the CMP/EA. The CMP planning team generally followed NPS planning program standards presented in the *General Management Planning Dynamic Sourcebook* (NPS March 2008) as well as planning guidelines presented in *Planning for America's National Trails – Best Practices* (NPS 2005). This Draft CMP/EA has been prepared in accordance with the Council on Environmental Quality's (CEQ's) implementing regulations for NEPA (40 CFR 1500-1508) and *NPS Director's Order #12, Conservation Planning Environmental Impact Analysis, and Decision-Making* (DO-12), and accompanying *DO-12 Handbook* (NPS 2001).

The Captain John Smith Chesapeake NHT Advisory Council (see section 1.4.5 below) assisted the CMP planning team, meeting on several occasions to review and comment on development of important plan components (see table 5.1 below). The NPS, as the lead agency responsible for development of the CMP/EA, invited the state of Maryland, the state of Delaware, the commonwealth of Virginia, and the District of Columbia to become cooperating agencies to assist with preparation and review of the CMP/EA. Each state agreed to work with the NPS (see appendix I) and was involved in plan preparation through

numerous coordination meetings (see table 5.1 below) and through representation on the Captain John Smith Chesapeake NHT Advisory Council. In developing the plan, the CMP planning team also worked with the CBGN trail partners who have committed to cooperate with the NPS to advance the purposes of the Captain John Smith Chesapeake NHT.

#### **1.2.4 Next Steps and Plan Implementation**

Following distribution of the Draft CMP/EA, there will be a 30-day public review and comment period. The public will have opportunities to provide comments on the management alternatives, including the preferred alternative. The public will be able to comment on-line or in the form of email and letters, which must be post marked by the due date posted on the website.

Following the comment period the CMP planning team will evaluate comments received from other federal agencies, organizations, businesses, and individuals regarding the Draft CMP/EA. If the results of public and agency review do not identify any potential for significant impacts, the CMP planning team will prepare a finding of no significant impact (FONSI) that will summarize the comments received on the Draft CMP/EA and document the alternative selected for implementation. Conversely, if agency and public review reveals potential for significant impacts, the NPS may proceed with a Notice of Intent to prepare an Environmental Impact Statement (EIS) and the alternative selected for implementation would be documented in a Record of Decision once the EIS process was completed.

Implementation of the approved comprehensive management plan will depend on future funding from NPS and its partners. Some actions will also depend upon partnership funds, time, and effort. The approval of a CMP/EA does not guarantee that funding and staffing needed to implement the plan will be forthcoming. Full implementation of the plan by the NPS and its partners could be many years in the future.

Once the Regional Director for the NPS Northeast Region has approved the CMP/EA, additional feasibility studies and more detailed planning, environmental documentation, and consultations will be completed, as appropriate, before the NPS can implement certain actions in the selected alternative. Future program and implementation plans, describing specific actions that managers intend to undertake and accomplish, will tier from the desired conditions and long-term goals set forth in this CMP.

### **1.3 Trail Overview**

#### **1.3.1 Inspiration for the Trail**

Inspiration for the Captain John Smith Chesapeake NHT came from Gilbert Grosvenor, William Baker, and Patrick Noonan during an early conversation about how to commemorate the 400<sup>th</sup> anniversary of the founding of Jamestown and Captain John Smith's exploration of the Chesapeake Bay. The three shared a combined interest in history, a love of the Chesapeake, a desire to provide more opportunities for public

access to the Bay for recreation, and a passion for conservation of the sweeping natural landscapes along the Chesapeake's great rivers. They envisioned a national historic trail commemorating the voyages of Captain John Smith that would enable the public to better explore the Bay, experiencing and appreciating the natural world of the Chesapeake as they follow the voyage routes of John Smith and experience the world that he encountered. They envisioned that visitors would experience a Chesapeake Bay watershed much like the American Indians enjoyed before the Europeans arrived – the one Captain John Smith observed during his voyages of discovery. In Smith's words, this would be "a goodly Bay," teeming with fish and wildlife; with healthy waters and abundant forests, wetlands, shorelines, and open spaces; a place of natural wonders and discovery, rich in cultural traditions; preserved for the benefit of future generations.

From this initial conversation grew the partnerships that forged legislation and ultimately led to creation of the Captain John Smith Chesapeake NHT in 2006. Gilbert Grosvenor, William Baker, and Patrick Noonan formed a coalition and called it the Friends of the Captain John Smith Trail (now known as the Chesapeake Conservancy). They formed partnerships throughout the Chesapeake region with local governments, businesses, interested groups, and individuals. They intrigued lawmakers and gained the interest of Congress. In 2005, Senator Paul Sarbanes of Maryland and Senator John W. Warner of Virginia – of different parties but Senate colleagues for many years – joined forces in early 2005 on a bill to authorize the NPS to determine whether Captain John Smith's exploration of the Chesapeake warranted national historic trail status. The initial legislation passed with strong, bipartisan support.

### **1.3.2 Legislative History**

On August 2, 2005, as part of the Fiscal Year 2006 Interior Appropriations Act, President George W. Bush signed Public Law 109-54 and authorized the NPS to study the feasibility of establishing the Captain John Smith Chesapeake National Historic Trail. The act also directed the Secretary of the Interior to consult with federal, state, regional, and local agencies and representatives of the private sector, including the entities responsible for administering the CBGN and the Chesapeake Bay Program authorized by the Federal Water Pollution Control Act (33 U.S.C. 1267).

The NPS completed and published the *Captain John Smith Chesapeake National Historic Trail Feasibility Study and Environmental Assessment* (NPS 2006a) in July 2006. The study team found that the proposed Captain John Smith Chesapeake NHT fully met the three criteria for designation as a national historic trail, finding that: 1) the proposed trail follows as closely as possible the historic route of Captain John Smith's voyages, 2) the trail is nationally significant, and 3) the trail has significant potential for public recreational use or historical interest based on historic interpretation and appreciation.

Based upon these findings, on July 31, 2006 the Senate Committee on Energy and Natural Resources reported favorably on proposed S. 2568, with written report No. 109-309, recommending to amend the National Trails System Act to designate the Captain John Smith Chesapeake NHT (appendix A). An



analogous bill, H.R. 5466 proposed to similarly amend the National Trails System Act (appendix A), passed the House on December 5, 2006 and passed the Senate without amendment on December 7, 2006.

In the Senate, Senator Paul Sarbanes (Maryland) spoke in support of S. 2568, saying:

*The Captain John Smith Chesapeake National Historic Trail Designation Act would create the nation's first national "watertrail" and honor one of America's earliest explorers, Captain John Smith, and the vital role he played in the founding of the first permanent English settlement in North America at Jamestown, Virginia, and in exploring the Chesapeake Bay region during the years 1607 to 1609.*

*Many Americans are aware of the upcoming 400<sup>th</sup> anniversary of Jamestown next year. The celebration is expected to draw record numbers of visitors to this area, including Queen Elizabeth II, as part of her recently announced state visit. What may not be as well known is that Jamestown and John Smith's voyages of exploration in present-day Virginia and Maryland were our nation's starting points. America has its roots right here in the Chesapeake Bay region nearly 400 years ago – 13 years before the founding of the Plymouth colony – when the Jamestown colonists disembarked from their three small ships on May 13, 1607. Under the leadership of Captain John Smith, the fledgling colony not only survived but helped ignite a new era of discovery in the New World....*

*The Captain John Smith Chesapeake National Historic Trail Designation Act comes at a very timely juncture to educate Americans about historical events that occurred 400 years ago right here in the Chesapeake Bay, which were so crucial to the formation of this great country and our democracy. I urge my colleagues to support this measure.*

On December 19, 2006, President George W. Bush signed the Captain John Smith Chesapeake National Historic Trail Designation Act (P.L. 109-418) amending the National Historic Trails System Act to include the Captain John Smith Chesapeake NHT (appendix A).

After the president signed the bill, Senator Sarbanes, said, "The signing of this legislation marks a new beginning in highlighting the historic voyages of Captain John Smith as part of the early exploration and development of our nation. I applaud the hard work of my colleagues Senator John Warner and Congresswoman Jo Ann Davis (Virginia), as well as Patrick Noonan and The Conservation Fund in working to make the nation's first watertrail a reality." Senator John Warner (Virginia) commented "This visionary legislation brings to life the voyages of John Smith in 1608 and his encounters with American Indian tribes, and traces his description of the living resources in the Bay. It will also strengthen our efforts to stimulate heritage tourism for Chesapeake communities, and to restore the health of the Bay."

Representative Jo Ann Davis (Virginia) noted that "The President's signature today of the Captain John Smith Chesapeake NHT is historic in many ways. Not only does it officially commemorate and designate the voyages of Captain John Smith in the New World, it also establishes the first national water trail along the beautiful Chesapeake Bay. I cannot think of a more fitting way to add to the celebration of the 400<sup>th</sup> anniversary of the settlement at Jamestown."

### **1.3.3 Trail Route and Ownership**

The Captain John Smith Chesapeake NHT traces Captain John Smith's several voyages on the York and James Rivers in 1607 and his two major voyages around the Chesapeake Bay during the summer of 1608 (see figure 1.2). Both major voyages started from Jamestown, Virginia, and headed out the James River into the Bay. The voyage routes travel north along the Virginia/Maryland Eastern Shore, across the Bay to present-day Baltimore and the Patapsco River, and south along the Western Shore and up the Potomac River to present day Washington, D.C., before returning to Jamestown.

The Captain John Smith Chesapeake NHT also covers the second leg of the Smith expedition, traveling straight up the Bay to the mouth of the Susquehanna River and present day Havre de Grace, and returning down the Bay with stops along the Patuxent and Rappahannock Rivers.

According to research conducted on John Smith's writings, Smith made almost 150 stops during his voyages. Much of his exploration of the Chesapeake Bay tributaries went no further than the line of waterfalls marking the upland edge of the coastal plain. His shallop – a 30-foot long narrow-beamed undecked rowboat with mast and sails – was unable to navigate beyond the rock outcroppings. The voyage stop sites are currently owned by a variety of public agencies, private organizations, and individuals. Today, these sites are included within parks, wildlife refuges, public and private marinas, historic sites, and museum properties, and military installations. Some are accessible to the public, while many are not.

### **1.3.4 The Trail's Contemporary Context**

The Chesapeake Bay is often described in terms of the Bay proper, the Bay and its tributaries tidal portions, and the Chesapeake Bay watershed. The watershed provides drainage for an extensive area including parts of New York, Pennsylvania, and West Virginia (see figure 1.1). The Captain John Smith Chesapeake NHT includes the Bay proper and the tributaries that John Smith and crew explored in Delaware, Maryland, Virginia, and Washington D.C.

The Chesapeake Bay is the largest estuary in the United States. Stretching 200 miles from its northern point near Havre de Grace, Maryland, to its southern tip at Norfolk, Virginia. The Bay is 35 miles across at its widest point near the mouth of the Potomac River, and 3.4 miles across at its narrowest near Aberdeen, Maryland. The Chesapeake Bay encompasses approximately 11,684 miles of shoreline and its 14:1 watershed-to-water ratio is the largest of any coastal water body in the world.

Major cities in the region include the nation's capital (Washington D.C.), Maryland's largest city (Baltimore) and Virginia's capital (Richmond). The Bay lies east of the I-95 corridor between Baltimore and Richmond. The 17.6-mile Chesapeake Bay Bridge-Tunnel enables travelers to cross the Bay from Virginia Beach to the southern end of the Delmarva Peninsula near Cape Charles. To the north, travelers can cross the Bay on the 4.3 mile William Preston Lane Jr. Memorial (Bay) Bridge (US 50/301) from Annapolis to Kent Island and the

Eastern Shore of Maryland. Other major bridges include the Governor Harry W. Nice Memorial Bridge (U.S. Route 301) and the Woodrow Wilson Memorial Bridge (I-495/Capital Beltway) over the Potomac River.

The population in the Chesapeake Bay watershed has grown from 8.1 million in 1950 to over 16.7 million in 2010 (McKendry 2009). The population continues to increase by more than 157,000 residents annually, and is anticipated to reach 20.3 million by 2030 (McKendry 2009). Two of the five major North Atlantic ports in the United States – Baltimore and Hampton Roads – are on the Bay. Population growth, development, landscape changes, and other factors are current stresses on the Bay.

The NPS has many units in the Chesapeake Bay region, those most proximate to the trail include Chesapeake & Ohio Canal National Historical Park, Colonial National Historical Park, George Washington Birthplace National Monument, Fort Mchenry National Monument and Historic Shrine, George Washington Memorial Parkway, and units of National Capital Parks – East (such as Anacostia Park, Piscataway Park, and Fort Washington). In addition, the Star-Spangled Banner and Washington Rochambeau Revolutionary Route National Historic Trails and the Potomac Heritage National Scenic Trail intersect and overlap in part with Captain John Smith Chesapeake NHT.

### **1.3.5 Natural Resources Overview**

The Captain John Smith Chesapeake NHT is characterized by aquatic and terrestrial resources of the Chesapeake Bay – the largest estuary in North America and one of the most productive in the world. The Bay is home to more than 3,600 species of plants and animals. The Chesapeake provides many important economic, recreational and educational resources for those who live, work and vacation in the region. However, the future of the Chesapeake Bay hangs in the balance.

The Bay is considered a “drowned river” formed during the last ice age when melting glaciers created rising sea levels. The deepest portions of the Bay trace the ancient path of the Susquehanna River; its shallower parts were formed when the land was flooded by rising ocean waters. The waters are home to numerous fish and shellfish, and on occasion visiting ocean fish and aquatic mammals. Vast meadows of submerged aquatic vegetation, banks of clams and oysters, and large populations of blue crabs reside in the Bay.

Roughly four percent (1.6 million acres) of the 64,000 square mile watershed is wetlands. Two types of wetlands are present in the watershed: tidal estuarine (flooded by salty or brackish water) and palustrine (freshwater wetlands). Most of the wetlands surrounding the Bay are tidal – water levels rise and fall daily.

Much of the Bay and its tributaries are cleaner now than they were several years ago, but clean-up challenges are becoming harder to meet. The Chesapeake's future depends on the choices made every day by the millions of people who live within the Bay watershed. What each of us does on the land – including

the use of vehicles, fertilizers, pesticides, electricity and water – affects our streams, rivers and ultimately the Bay.

The major pollutant to the Bay is excess nutrients, which come from agriculture, urban/suburban runoff, vehicle emissions and many other sources. Excess nutrients fuel the growth of algae blooms, which block sunlight that underwater Bay grasses need to grow. When algae die, they are decomposed in a process that depletes the water of oxygen, which all aquatic animals need to survive. Other major stressors on the Bay include erosion, chemical contaminants, air pollution and landscape changes.

Aquatic resources of the Bay include freshwater environments of the major Bay tributaries, and the estuarine environment of the tidal marshes and swamps. Terrestrial environments include beach environments, bluffs, grasslands, and upland and riparian forests. The locations of the trail's natural resources are in part determined by the different salinity levels of the Bay and its tributaries. The average salinity of the Bay is somewhere between 0 parts per thousand (ppt) for freshwater and approximately 35 ppt for sea water. Atlantic Ocean currents create the highest salinity levels around the mouth of the Bay. The greater the distance the water is from the mouth of the Bay, the lower the level of salinity.

Vascular plants that grow entirely under water (submerged aquatic vegetation or SAV) form sea grass meadows and weed beds in the Bay and nearby rivers. Sixteen species of SAV are commonly found, with salinity determining the locations of distinct types. Bay grasses are vital to the Bay because they filter pollutants, produce oxygen, prevent erosion, shelter fish and blue crabs, and provide food for waterfowl. In 2008 underwater bay grasses covered approximately 79,000 acres throughout the Bay and its tidal rivers (Chesapeake Bay Program 2008). This represented an 18 percent increase over 2007 and was the greatest annual increase recorded since surveying began in 1984. The increase is attributed to the continued expansion of grasses on the Susquehanna Flats in the upper Bay and the steady recovery of eelgrass and widgeon grass in the middle and lower Bay.

Sandy or gravelly soils of the Bay shorelines support beaches, marshes, forests, and grasslands. Lower areas are called the tidewater regions because the waters coursing along the shore rise and fall with the tide. The Bay's eastern and southern shores generally tend to be flat and are drained by salty and brackish waters. Higher elevation bluffs and low rolling hills drain brackish or freshwater streams located on the western shore and in more interior areas.

Salt spray resistant plants such as salt grass, salt meadow cordgrass, and American holly grow on the tidewater beaches, providing food and shelter for a wide variety of insects, mammals, and birds. High tide salt marshes are covered by salt meadow cordgrass. Inland tidewater swamps and brackish wetlands are dominated by common reeds and are home to a variety of waterfowl, reptiles and rodents. Freshwater

marshes and swamps further inland contain tree canopies of maple, ash, pine, and sweet gum. This area is host to a variety of species including marsh rabbits, opossums, muskrats, and river otters.

The transition between aquatic and terrestrial environments is characterized by riparian forests in the floodplains of streams and rivers. Silver maple, sycamore, river birch, and American elm are some of the species that make up the canopy. Pawpaw, wild azalea, witch hazel, and spicebush are found in the underbrush. Upland forest around the Bay is dominated by an overstory of white oak, beech, hickory and tulip poplar with flowering dogwood, blueberry, and viburnum below. Sandier areas support a drier forest which can include chestnut oak, red oak, and Virginia pine as dominants. Blueberry, mountain laurel, and a variety of shrubs and grasses are also present in these drier upland habitats.

Both resident and migratory fish are found in the Bay. Of the 295 species of Bay fish only 32 are year-round residents. American shad, blue back herring, and striped bass migrate into the Bay's low salinity and/or freshwater river areas to spawn. The eggs hatch and the juvenile fish stay in freshwater or low salinity waters of the upper Bay and tributaries. As they grow older they move out into the ocean. As adults, they migrate back into the Bay and move to freshwater rivers and streams for reproduction. Other fish migrate to the Bay during the spring and summer to forage and feast on the abundant prey. Menhaden, flounder, bluefish, and Spanish mackerel visit the Bay during the spring and summer, and then return to the ocean during the fall and winter.

Blue crabs, shrimp, killifish, and juveniles of larger fish species use submerged aquatic vegetation, tidal marshes, and shallow shoreline margins as nursery areas and for refuge. Eastern oysters were once widely abundant in the Chesapeake Bay region, with oyster reefs being large enough to be considered navigation hazards. Located in shallow areas of the Bays and tributaries, oyster reefs form on hard sand or firm mud bottoms, 8' to 35' deep. Today oyster populations are at historic lows due to overharvesting and disease.

Migratory waterfowl and non-game birds are numerous in the Chesapeake Bay region. Nearly 30 species of waterfowl visit the Bay during the winter. Many of these species overwinter on the Bay in areas near the trail. The most abundant breeding birds include the cardinal, tufted titmouse, wood thrush, summer tanager, red-eye vireo, blue gray gnatcatcher, and Carolina wren. The turkey, ruffed grouse, bobwhite quail, and mourning dove are the principal upland game birds.

The region provides habitat for a wide variety mammals, including white tail deer, black bear, bobcat, red and gray fox, and gray and fox squirrel. Common small mammals include raccoons, opossums, rabbits, and numerous species of rodents.

### 1.3.6 Cultural Resources Overview

Cultural resources associated with the Captain John Smith Chesapeake NHT reflect the thematic contexts of English Exploration of the Chesapeake Bay and regional American Indian cultures and societies of the early 17<sup>th</sup> century. Historic structures and ruins associated with these themes are of national significance. The Jamestown National Historic Site in Virginia and St. Mary's City Historic District in Maryland are both National Historic Landmarks. The majority of remaining cultural resources associated with the trail are historic sites, archeological sites, ethnographic resources, and landscapes reminiscent of the 17<sup>th</sup> century.

John Smith's exploration of the Chesapeake Bay was ordered by the Virginia Company, owned by a group of investors interested in finding precious metals and a northwest passage to China. Another goal was to establish the English claim to the Chesapeake Bay area, which Spain had claimed (but never colonized) over a century earlier. Smith's explorations looked toward the north and west for a navigable river passage and mineral deposits. Smith and his crew made nearly 150 stops at various locations around the Bay and on the shores of the tributaries. Captain John Smith's voyage stops were often the places of cultural interactions or events that determined the success of the exploration. These places have direct association with the historic significance of the voyage and are important trail-related cultural resources.

The American Indians that Smith and his crew encountered consisted of many Algonquian-, Siouan-, and Iroquoian-speaking tribes. The cultures and societies of early 17<sup>th</sup> century American Indians responded to their environment and imprinted the landscape. Archeological sites that reflect this world are scattered throughout the area, and have provided tangible evidence of the settlements and towns that Smith mapped and are important trail-related cultural resources. Excavated and documented archeological sites associated with American Indian cultures and societies of the early 17<sup>th</sup> century include contact period or late woodland archeological sites along the route of Smith's voyages. Archeological sites are also located near or at the locations of the leaders' towns (referred to as "King Houses" in Smith's maps and elsewhere) and ordinary settlements mapped and/or described by Smith. Many contact period American Indian archeological sites have not been evaluated as they are now submerged. National Register of Historic Places sites, such as Virginia's Werowocomoco, seat of Powhatan's polity, and the Cumberland Palisade in Maryland have provided highly important information about indigenous Chesapeake Bay cultures and societies of the early 17<sup>th</sup> century.

Trail-related cultural landscapes in the Chesapeake Bay region include sweeping landscapes along the Bay and the shorelines of its tributary rivers that are reminiscent of the 17<sup>th</sup> century and that are evocative of the world encountered by John Smith and his crew as they explored the Bay. Preliminary analyses suggest that there are approximately 70,000 acres of trail-related cultural landscapes evocative of 17<sup>th</sup> century within 1,000 feet of the shoreline along the trail. These are areas that are composed of wetlands and forest and that are largely free of intrusion by modern development or agriculture.

A more meaningful understanding of the American Indian heritage and landscapes of the Chesapeake Bay is gained by augmenting archeological records through cultural consultation with the area's modern Indian tribes and tribal descendent communities. Sites to which modern American Indian tribes or descendent communities still have ties are important trail-related ethnographic resources.

### 1.3.7 The Trail's Historic Context

John Smith was a keen observer and a prolific writer. Smith and several of the men on his crew kept notes on nature, geography, people, and events during their explorations of the Chesapeake Bay. Back in England, Smith expanded his journal into a book, which he published along with his remarkable map in 1612 as *Proceedings of the English Colony of Virginia*. The book is in two sections – one section written by Smith and the other presented as written by crew-members Walter Russell, Anas Todkill, and Thomas Momford. This and Smith's other publications introduced this part of the world to the English and triggered a wave of colonization.

Smith's writings, revealing the Chesapeake Bay of 400 years ago, were as important in his time as they are in our time. He wrote at length from his own experience and observations to describe to a distant audience what he had seen. However, the accuracy of Smith's descriptions will never be known. Our understanding of the period comes from contemporary English accounts that are slanted by the authors' interests and biases. Modern historians must interpret these writings accordingly, and be prepared to debunk the myths generated by earlier interpretations of this formative period in our country's history.

The native people left no written records, but other sources help to clarify the picture of the Bay region at the time of English exploration and settlement. The work of archeologists and anthropologists as well as other contemporary writers informs our present understanding of the period. Importantly, many descendants of the Chesapeake region Indians still live in their ancestral homeland. Although European newcomers to America ultimately displaced the Bay's native inhabitants, their continued presence through their descendants helps us to better understand the native world and the impact of English settlement.

#### ■ The Chesapeake Bay Region in 1607

**The Chesapeake Bay.** The Chesapeake Bay of 1607 that John Smith explored was a verdant, complex ecosystem he described as "A faire Bay compassed but for the mouth with fruitful and delightsome land." It was bordered by hundreds of thousands of acres of submerged aquatic vegetation, consisting of a wide variety of rooted and flowering plants. Freshwater streams hosted many species of plants, including wild celery, common waterweed, horned pondweed, and redhead grass. Tidal fresh and brackish waters contained mostly widgeon grass and eelgrass. This vast complex of streams and marshland provided habitat for juvenile fish, small fish species, blue crabs, and various invertebrates, as well as the birds and other wildlife that preyed on them.

John Smith noted the great variety of fish he found in the Bay and its tributaries:

*Of fish we were best acquainted with Sturgeon, Grampus [pilot whales], Porpus, Seales [river otters], [and] Stingraies, whose tailies are very dangerous. Bretts, Mulletts, white Salmonds, Trowts, Soles, Plaice, Herrings, Conyfish, Rockfish [striped bass], Eeles, Lampreys, Catfish, Shades [shad], Peach of three sorts, Crabs, Shrimps, Crevises, Oysters, Cocles [whelks], and Muscles.*

He wrote of seeing fish “lying so thicke with their heads above the water, as for the want of nets we attempted to catch them with our frying pan.” Other writers who also saw the Chesapeake Bay in its 17<sup>th</sup> century splendor described the massive spawning runs of anadromous fish, including striped bass, white perch, and sturgeon. Crawfish, blue crab, whelks, mussels, and clams were plentiful. Huge oyster reefs were found throughout the Bay, sometimes causing a hazard to navigation. One translation of the Algonquian word for the Chesapeake Bay is “the great shellfish Bay.” Whether or not the translation is accurate, it offers linguistic support for the Bay’s historical abundance.

Most of the Chesapeake Bay drainage was covered by deep forest in 1607, including many trees of immense proportions. Smith described cypress trees, “some near three fathoms about at the foot, very straight, and 50, 60, or 80 [feet] without a branch.” The species of trees, bushes, and undergrowth varied widely depending on location. Chestnuts, now rarely seen in the region, were abundant in the northern Chesapeake and could reach 120 feet or more in height and provide a canopy 100 feet across.

The forests, then as now, were subject to change not only from the natural progression of species and human activity, but also from drought, flood, lightning, and hurricanes. These forests were home to numerous species of land animals, many of which Smith identified. The opossum and raccoon are still common and still known by their Indian names. Deer, squirrels (including flying squirrels), rabbits, bears, wolves, bobcats, foxes, martens, skunks, weasels, minks, otters, and beavers were also abundant. Birds included a wide variety of songbirds, as well as eagles, hawks, quail, and wild turkeys in abundance. Passenger pigeons were described as migrating by the millions in seemingly endless clouds. Waterfowl flew into and around the Bay – especially as species migrated in the spring and autumn – in varieties and numbers that stunned the English.

**The Native People.** For thousands of years, the Chesapeake Bay was the center of the world for the people who lived along its shores and tributaries. Native inhabitants used the Bay and its tributaries for transportation, migration, communication, and trade. Fish and shellfish provided food, and shells served as valuable trade goods. The Bay served to link the coastal communities with other societies as far away as present-day Ohio and the Great Lakes. A vast network of rivers and footpaths connected the American Indians of the eastern seaboard with those of the Great Lakes and Canada.



Archeologists estimate that prior to the arrival of Europeans about 75,000 Indians occupied the Chesapeake watershed (Rountree 2007). John Smith mapped more than 200 “leader” and “commoner” towns throughout the Bay region in 1607-1609. The Algonquian-, Iroquoian-, and Siouan-speaking Indians who lived here had developed sophisticated societies with arts and architecture, clearly defined systems of government, well-established trade routes, political and military alliances, and deeply held spiritual beliefs. A number of polities throughout the region governed the peoples. Social structures and systems of etiquette guided their personal and intra-tribal interactions.

At the time of John Smith’s explorations, many of the tribes of the Chesapeake Bay were either allies of or paid tribute to several leaders usually called “paramount chiefs” by modern historians. In southeastern Virginia, most of the tribes from the James River to south of the Rappahannock paid tribute to the leader Powhatan. West of the Virginia fall line were the Siouan-speaking Monacan and Mannahoac. The Patowomeck had towns along what is now the Potomac River. Piscataway tribes and their allies lived farther north into present-day central Maryland, on the western side of the Bay. The Susquehannock tribes lived from the head of the Bay north into modern Pennsylvania, along the Susquehanna River. Farther east were tribes of the Lenape or Delaware, and the Delmarva Peninsula (shared by present-day Delaware, Maryland, and Virginia) was occupied by the Choptank, Kuskarawaok or Nanticoke, Pocomoke, and Accomack.

More is known about the Virginia Algonquians of 1608 than any other tribes in the Chesapeake region because John Smith and the other Englishmen lived among them and wrote about them. What is assumed to be known about these tribes largely forms the basis for assumptions about Algonquian-speaking tribes in other parts of the Bay. The Virginia Algonquians were among the southernmost of linguistically-related people who lived along the eastern seaboard from coastal North Carolina into New England, all of whom lived in similar towns. A town named Powhatan, encircled by a palisade, stood at the lower end of the falls of the James River. This town was said to have been the birth site of the paramount chief who was also called Powhatan. Born about 1547, Powhatan had inherited the leadership of several tribes, and he enlarged his influence through political marriages, diplomacy, and possibly coercion. The settlements of his polity were led by werowances or chiefs who paid tribute to Powhatan in exchange for military assistance and access to Powhatan’s resources and spiritual power. At the time of the English arrival, Powhatan lived at Werowocomoco near the center of these tributary towns.

Some generalizations can be made about the Chesapeake Bay Indian populations at the time of Smith’s voyages. The people lived in towns located along the Bay’s principal waterways and tributaries. A town usually contained garden plots, dwellings, storehouses, and ceremonial and religious structures. Buildings were constructed of poles overlaid with bark or woven mats. Towns were seasonally occupied or virtually deserted based on food-gathering requirements. The occupants would relocate their towns along the rivers when agricultural lands were depleted. The people also occupied temporary towns or camps during hunts.

The waterways and the woods provided the people with food, but the available food supply varied with the seasons and weather changes. In periods of drought, such as the one occurring as the English established Jamestown, food had to be carefully hoarded and rationed. In good times, the people had a remarkable abundance of wild and cultivated foods.

Remains found at archeological sites indicate that the people consumed deer, turkeys, raccoons, turtles, bears, rabbits, squirrels, ducks, geese, and a wide variety of other animals and birds, as well as fish and shellfish. Plants furnished a large proportion of the native diet. For hundreds of years before the arrival of European settlers, the native people had cultivated crops in garden plots and gathered wild rice, nuts, acorns, berries, fruits, tubers, and succulents.

The Indians used a network of paths and other routes through the woods to hunt, conduct raids, visit other towns, and trade. They used the Bay and its tributaries as highways, traveling by dugout log canoe.

Although their lifeways were similar, there were also cultural differences among the various tribes throughout the Chesapeake Bay region, including language. Most of the Indians of the region spoke languages in the Algonquian linguistic group, but the farther apart one tribe lived from another, the greater the likelihood that they would speak different dialects. Beyond the rivers' fall lines, many tribes were Siouan or Iroquoian speakers. Native translators were common, especially since the Indian trading networks sometimes extended for hundreds of miles. During his voyages, John Smith sometimes relied on Indians to serve as translators.

#### ■ **The English and the Native Peoples**

On April 26, 1607, three ships carrying a total of 144 English men and boys sailed into the Chesapeake Bay, representing the Virginia Company of London and under the command of Christopher Newport. The company's objectives were to establish a colony and exploit the land's resources for the benefit of the investors.

These were not the first Europeans to visit the Chesapeake Bay. Spanish vessels had likely sailed into the Bay several times in the 1500s. But the English were the first Europeans to come to this part of the country with the intention of staying.

The newcomers interacted first with the Virginia Algonquian tribes. The world views of the Virginia Indians and the English could scarcely have been more different. The Indian people saw the land, the flora, and the fauna as an organic whole inhabited by human and non-human beings. The English held that human beings were a special creation separate from nature, and nature existed to be conquered and put into man's service. English superiority in all things was simply assumed. Collisions and misunderstandings between the newcomers and the native peoples of the Chesapeake were inevitable. Powhatan, the paramount chief

of numerous tribes near Jamestown, probably considered the Englishmen nuisances who might nonetheless prove helpful in countering hostile tribes and supplying useful trade goods. Initially Powhatan gave the English newcomers hospitality and attempted to incorporate them into his political domain. Virginia Indians guided the English through the woods and up the rivers and streams. They brought venison and corn to Jamestown and took some of the newcomers into their towns and homes.

As the English traveled throughout the region they encountered both conflict and cooperation with various Chesapeake Bay tribes. They established alliances and, in some instances, they disrupted long-established networks of trade and politics. The English settlers would not have survived without the assistance of the Chesapeake peoples, and John Smith would not have accomplished as much as he did without their aid.

### ■ **John Smith and the Virginia Company**

John Smith, a career military man since age sixteen, joined investors in the Virginia Company bound for the Chesapeake Bay in a three-ship expedition that set sail from England December 20, 1606. After a difficult crossing that included storms, illness, and Smith's arrest for mutiny, the undertaking seemed to be falling apart almost before it had begun. A founder of the company intervened on Smith's behalf and secured his release when the ships arrived in Virginia.

The Virginia Company made landfall on April 26, 1607, at the southern edge of the mouth of the Chesapeake Bay, near present-day Virginia Beach. The first scouting party was attacked by Indians who were probably of the Chesapeake tribe. The Englishmen spent the next several weeks searching the area for a suitable settlement location, encountering several tribes, most of whom were friendly and hospitable. In early May, the English began establishing their settlement on a peninsula they called Jamestown Island. With construction well underway, Newport departed for England with two of the original three ships. Soon, conditions at Jamestown deteriorated and the men began to die of various diseases brought on by bad water and poor sanitation. Of the 104 men and boys who remained in the colony in June 1607, only 38 survived the first winter. The colonists continued to suffer and starve until Smith began trading with the Indians for food.

While on a trading expedition, Smith was captured, brought before Opechancanough (a relative of Powhatan, and a principal war leader), and then presented to Powhatan at Werowocomoco. There, according to his famous account published in 1624, Smith was about to be executed when the 10-year-old Pocahontas, Powhatan's favorite daughter, intervened to save him. In Smith's initial 1608 account, there was no mention of Pocahontas or a threat of execution. The 1624 version adds Pocahontas's rescue of Smith and extends the period of captivity by about a month. Regardless of the truth of Smith's accounts of his captivity, once he had reached an agreement with Powhatan and had been escorted back to Jamestown, Virginia Indians began to appear there regularly bearing food.

Conditions in the colony deteriorated, and its leaders were making preparations to abandon Jamestown when Christopher Newport returned from England with more than 100 men and ample supplies. A fire soon after the ship's arrival, however, destroyed most of the supplies, and survival again became a priority. Smith arranged a meeting between Newport and Powhatan at Werowocomoco. The meeting ended amicably; a food supply was guaranteed, enabling Newport's men to pursue their mission.

#### ■ **Smith's Chesapeake Bay Voyages**

John Smith led two voyages of exploration in the Chesapeake Bay in the summer of 1608. The first expedition sailed from Jamestown on June 2 and returned on July 21. The second departed just three days later, July 24, and returned on September 7. Fourteen men accompanied Smith in the small boat, or shallop, on the first voyage; twelve crewed on the second voyage. Only one man died during the voyages, despite the rigors of sailing and rowing for long distances, occasional conflict with the Indians, the heat and humidity of the Chesapeake summer, and periods of illness.

In exploring the Chesapeake Bay, Smith was following Virginia Company instructions to seek valuable minerals, identify fish and wildlife, study the forests for useful timber, locate good ports, and learn about the inhabitants' towns and numbers of warriors. He also hoped to find the fabled Northwest Passage, a better route to the riches of the Orient.

Smith's first voyage went up the Bay along the Eastern Shore of present-day Virginia and Maryland, from Cape Charles to the Nanticoke River. Smith then sailed across the Bay and continued north, passing the Severn River and exploring the Patapsco River before sailing south again. Smith explored the Potomac River as far as the Great Falls, then went south along the western shore of the Bay, returning to Jamestown after the famous episode at Stingray Point on the Rappahannock, where Smith was speared by a cownose ray.

The second voyage took Smith to the head of the Bay, where he and his crew sailed and rowed up the Sassafras, Elk, Northeast, Susquehanna, and Bush Rivers. Then, working their way south again, they explored rivers along the western shore, including the Patuxent, Rappahannock, and Piankatank. Finally, before returning to Jamestown, Smith visited the Elizabeth and Nansemond Rivers.

On the map that Smith drew to document his voyages, Maltese crosses represent the limits of his personal exploration of the Chesapeake region. Information shown on the map beyond those crosses was obtained second hand from friendly Indians who described the terrain and its occupants. On the ground, Smith and his men planted brass crosses to mark the extent of their explorations and claim the land for England.

John Smith did not succeed in accomplishing every aspect of his mission – the Northwest Passage did not exist, and he found few valuable minerals. But he acquired a great deal of useful information about the Chesapeake Bay. He learned about the watercourses that emptied into it, the fish and wildlife, the trees

and plants, and the Indians who inhabited the region. They shared much of what they knew about their homeland and the lands and tribes beyond.

During the voyages on the Chesapeake Bay, John Smith saw more with his own eyes or through the eyes of the Indians than any other Englishman then in Virginia. He gathered data for the map that would guide English explorers and settlers for decades to come. He journeyed a great distance for the time, in an open boat with crews that were often ill. He faced storms and combat. He brought his men and his vessel safely home. He formed alliances with several American Indian tribes. All in all, Smith and his companions had survived a grand adventure, and the voyages were a great accomplishment with far-reaching consequences.

#### ■ **The End of Smith's Stay in Virginia**

On September 10, 1608, just a few days following the end of the second voyage, Smith was elected president of the Jamestown colony. He had the fort rebuilt and enlarged and also ordered the construction of another fort on the south side of the James River. Earthen remnants of that stronghold – the oldest surviving English structure in Virginia – are located in present-day Smith's Fort Plantation (open to the public) in Surry County.

A second supply fleet, again led by Christopher Newport, arrived in October with 70 more colonists and supplies. At the direction of the Virginia Company, Newport planned to stage a "coronation" ceremony at Jamestown for Powhatan to recognize Powhatan's leadership in Virginia and to symbolize his submission to King James I. Smith delivered the invitation, but Powhatan demanded that Newport come to him. The ceremony at Werowocomoco was a fiasco for the English.

Smith remained another year in Virginia, but the time was marred by more difficulties. Relations with the Indians broke down completely in January 1609, and the alliance dissolved. Powhatan had discovered the truth – the English intended to stay and take over his country. The spring of 1609 was a desperate time of food shortage and internal dissention for the colony. In June, Smith was removed from his role as president. Smith met with violent dissent when he tried to disperse some of the colonists to other parts of the region to break up quarreling groups and to conserve the rapidly dwindling food supply. In September, Smith was seriously injured by a gunpowder explosion of suspicious origin. As a result of his injuries, Smith was sent back to England, never to return to Virginia. After Smith's departure, the colony at Jamestown entered a dark period of conflict with the Virginia Indians and a time of starvation when the majority of settlers died. Of the 220 colonists alive in December 1609 – the start of the "starving times" – only 60 remained the next spring. The Virginia Company continued to send more colonists, and eventually new leadership stabilized the colony and secured its future.

Although Smith did not return to the Chesapeake Bay after 1609, he did explore the coasts of modern-day Maine and Massachusetts in 1614 and 1615. He published maps and descriptions of New England (which

he named), and actively promoted settlement there. In 1624, he published his magnum opus, *The Generall Historie of Virginia, New-England, and the Summer Isles*. He described the same incidents that he had written about in earlier works, but in some cases he introduced new details. For example, the story of Pocahontas saving Smith’s life appeared in print for the first time in 1624.

#### ■ **John Smith’s Chesapeake Bay Legacy**

John Smith’s writings provide a compelling eyewitness account of the Chesapeake Bay 400 years ago. We may never know how accurate his writings are, but they had an undeniably important effect on the course of American history, fostering interest in the Chesapeake region and triggering further exploration and settlement. His descriptions of what seemed to be unlimited abundance helped to change Virginia Company policy toward private landholding and promoted the transformation of the Bay’s environment through the settlers’ farming and exploitation of natural resources. Smith’s model for settlement in the Bay region became the model for English America from New England to the Carolinas. The large-scale immigration from England that followed in Smith’s wake increased the pressure on the native peoples and the Bay itself. His maps served settlers and colonial governments until late in the 17th century, and the stories of his exploits continue to intrigue Americans today.

Smith’s explorations in 1607-1609 provide a view of the Chesapeake Bay at a point in time when the impact of human activity on the Bay environment was very different from today. Understanding that period in time reinforces the magnitude of change that has occurred during the intervening four centuries.

Those who travel the John Smith Chesapeake NHT will have opportunities to learn about Smith’s explorations, the robust American Indian societies and cultures that were already here, and how the Bay environment of the 17th century compares to today. Trail users will experience landscapes and other resources reminiscent of Smith’s time and those that are distinctly changed. Ultimately the trail can lead to greater appreciation of how to restore and sustain the “goodly Bay” described by John Smith.

## **1.4 Guidance for Trail Planning, Development, and Management**

### **1.4.1 Trail Purpose**

Trail purpose statements convey the reasons for which the trail was established as part of the National Trails System. They are grounded in a thorough analysis of park legislation and legislative history, and provide fundamental criteria against which the appropriateness of comprehensive management plan recommendations, operational decisions, and actions are tested.

The purposes of the John Smith Chesapeake NHT are to:

- commemorate the exploratory voyages of John Smith on the Chesapeake Bay and its tributaries in 1607-1609

- share knowledge about the American Indian societies and cultures of the seventeenth century
- interpret the natural history of the Bay (both historic and contemporary)
- provide recreational experiences on water and on land along the trail

#### 1.4.2 Trail Significance

Trail significance statements describe why the trail's resources and values are important enough to warrant national trail designation. They accomplish the following: 1) they describe why the trail is important within a global, national, regional, and national trail systemwide context, 2) they are directly linked to the purpose of the trail, 3) they are substantiated by data or consensus, and 4) they reflect the most current scientific or scholarly inquiry and cultural perceptions, which may have changed since the trail's establishment.

Three statements express why the resources and values of the Captain John Smith Chesapeake NHT are important enough to warrant national trail designation (see table 1.1).

#### 1.4.3 Associated Resources and Values

**Associated resources and values** are the trail's attributes – its features, systems, processes, experiences, stories, scenes, sounds, smells, opportunities for visitor enjoyment, and others – that are critical to achieving the trail's purpose and to maintaining its significance.

**Other important resources and values** are the other trail attributes that are important, although they are not related to the trail's purpose and significance. Table 1.1 presents the statements that describe the associated and other important resources and values of the trail. Together – the associated resources and values and the other important resources and values – are what warrant primary consideration during planning and management or which are important to trail management and planning.

#### 1.4.4 Primary Interpretive Themes

Interpretive themes are the most important ideas or overarching concepts to be communicated to the public about the trail. For the John Smith Chesapeake NHT there are three primary interpretive themes (see table 1.2). These themes relate directly to the trail's purpose and significance. They connect the fundamental resources and values that contribute to the trail's significance with relevant ideas, meanings, concepts, contexts, beliefs, and values. The themes provide the framework for interpretation of the trail, and identify appropriate uses along the trail and associated with trail resources. Trail managers – including trail partners – take these themes into account when setting priorities for interpretive and educational programming, events, and activities. The themes also provide direction for planners and designers of trail-related exhibits, publications, and audiovisual programs.

**Table 1.1 Trail Significance Statements and Associated Resources and Values**

Significance Statements	Associated Resources and Values
<p><b>Significance Statement 1</b></p> <p><b>Exploratory Voyages of Captain Smith on the Chesapeake Bay and Its Tributaries in 1607-1609</b></p> <p>John Smith’s explorations of the Chesapeake Bay and its tributaries formed the basis of his published writings and maps. Those publications, in turn, encouraged English settlement of Virginia, the Bay area, and the Eastern Seaboard. They also suggested a policy of private land ownership that the Virginia Company and the Crown eventually adopted. This policy, and the success of the English colonization, significantly altered the environment of the Bay and the lifeways of the native peoples.</p> <p>Smith’s publications were unique for the time because he wrote at length from his own experience (albeit sometimes exaggerated), his own observations, and his attempts to understand what he had done and seen and describe it for a distant audience. His maps were so accurate the colonists found them useful for most of the rest of the 17<sup>th</sup> century, and modern archeologists have employed them to locate Indian towns. Smith’s accounts have profoundly influenced our assumptions about the early colonial experience, and certain aspects – such as the story of Pocahontas – have even entered the popular culture.</p>	<p><b>Associated Resources and Values</b></p> <ul style="list-style-type: none"> <li>■ places cited by Smith in his journals and on his map</li> <li>■ places described by Smith in his writings</li> <li>■ the route of Smith’s voyages</li> <li>■ locations of crosses claiming land for England</li> <li>■ maps and journals by Smith and others in his crew</li> <li>■ names of rivers and other places named by Smith</li> <li>■ places of seminal events of Smith’s voyages and his exploration</li> </ul>
<p><b>Significance Statement 2</b></p> <p><b>American Indian Societies and Cultures of the 17<sup>th</sup> Century</b></p> <p>The Chesapeake Bay region of 1608 was home to thousands of native people who lived along its shores and tributaries in large and small towns. They belonged to a complex society consisting of tribes, clans, chiefdoms, and other polities. The Chesapeake Bay Indians hunted, fished, and farmed, both preserving and altering their environment. They used the natural world for their subsistence in a manner that sustained over the long-term the bounty on which they depended for survival. They also maintained an elaborate trading and communication network that extended for hundreds of miles, even to the Great Lakes. The English newcomers consistently underestimated the sophistication of the native world they were invading.</p> <p>John Smith’s writings offer an insightful (though biased) glimpse into this world. His writings reveal that the success of his Bay journey, as well as the survival of the English colony itself, depended largely on the goodwill and assistance of the American Indians. Comparing Smith’s writings to his maps, it is also apparent that he relied on the native people for information about rivers and lands he had neither the time nor the means to explore.</p> <p>Our present understanding of the native world of Smith’s time comes not only from Smith’s writings but the subsequent work of archeologists and anthropologists. A host of publications, many of them issued in the last dozen years, have in some cases confirmed and in other cases contradicted what Smith thought he understood about the native</p>	<p><b>Associated Resources and Values</b></p> <ul style="list-style-type: none"> <li>■ sites of American Indian towns of the 17<sup>th</sup> century</li> <li>■ natural resources harvested by Indians of the time (e.g., Tuckahoe, bald cypress, etc.)</li> <li>■ fossils from exposed cliffs used in decoration</li> <li>■ landforms that suggest an Indian encampment or settlement</li> <li>■ archeological sites with known associations with American Indian cultures of the early 17<sup>th</sup> century</li> <li>■ established trade routes</li> </ul>



**Table 1.1 Trail Significance Statements and Associated Resources and Values**

Significance Statements	Associated Resources and Values
<p>peoples, their leaders, and their lives. More importantly, many descendants of the American Indians still live in their ancestral homeland, enriching modern Americans' experience with the Bay and its environment. Although the Bay's native inhabitants were largely displaced by the newcomers to America, their continued presence through their descendants offers an opportunity for visitors to understand their role in utilizing, altering, and preserving the Bay and its resources.</p>	
<p><b>Significance Statement 3</b></p> <p><b>Natural History of the Bay of the 17<sup>th</sup> Century</b></p> <p>When Smith explored the Bay and its tributaries in the summer of 1608, he found an abundance of natural resources, including fish, birds, mammals and plant life. Smith had harvested deer, turkeys and fish while in Jamestown. He had also observed oyster beds in that area, but it wasn't until he explored the Bay that he discovered the extent of the vast domain these beds occupied.</p> <p>The Bay's natural resources, as Smith reported them in his published works, helped attract English settlement. The wildlife provided a base of sustenance for European colonists, the trees were used to construct their houses and vessels, and the land was transformed into farmsteads. Until recent times, when pollution and overuse reduced the Bay's resources, the harvesting of fish and oysters constituted a major industry for Bay-area residents.</p> <p>Efforts to improve the Bay's environment and restore its natural resources have been underway for years with limited success. Although the Bay will never again look like it did in Smith's time or contain the vast array of floral and faunal life he observed, portions of it still convey some sense of what he saw and experienced.</p>	<p><b>Associated Resources and Values</b></p> <ul style="list-style-type: none"> <li>■ "unspoiled" landscapes and viewsheds evocative of the 17<sup>th</sup> century</li> <li>■ stands of submerged aquatic vegetation</li> <li>■ wooded or forested marshlands</li> <li>■ highly brachiated shorelines</li> <li>■ areas of little or no outside noise or intrusive light pollution</li> <li>■ vegetative stands associated with high salinity areas and freshwater areas</li> <li>■ patterns of native forestation illustrating tidewater versus upland areas</li> <li>■ substantial wildlife migrations</li> </ul>

The aim of trail interpretation for the Captain John Smith Chesapeake NHT is to guide area residents and visitors toward understanding that some of what has been lost in the Bay region can be restored, and that everyone has a role to play in conserving and protecting Bay resources. The overall interpretive strategy for the trail will emphasize comparing the Bay environment and peoples of the 1600s with contemporary Bay conditions and inhabitants; however, each individual site, community, or provider along the trail must determine how to best interpret the resources and stories at that specific location.

**Table 1.2 Trail Primary Interpretive Themes**

Primary Interpretive Themes
<p>■ <b>Captain John Smith’s Exploratory Voyages on the Chesapeake Bay and Its Tributaries</b></p> <p>Captain John Smith’s voyages on the Chesapeake, and his subsequent maps and writings, profoundly impacted world politics and the evolution of our nation by spurring European settlement of the Bay region and the eastern seaboard, influencing colonial affairs for more than a century, disrupting the native peoples’ lifeways in the mid-Atlantic, and increasing human influences on the Bay environment.</p>
<p>■ <b>American Indian Societies and Cultures of the 17<sup>th</sup> Century</b></p> <p>Substantial and sophisticated societies of native peoples existed in the Chesapeake region centuries before Smith arrived and although their communities were disrupted and some were ultimately displaced by European colonization, many descendant tribes sustain their identities and cultural values in the region today.</p>
<p>■ <b>The Natural History of the Bay (both historic and contemporary)</b></p> <p>During the seventeenth century, Captain John Smith encountered a verdant and varied ecosystem in the Chesapeake Bay region and though much has changed during the intervening centuries, there are still places where such beauty and diversity endure, and efforts are underway to conserve and restore aspects of the Bay’s integrity.</p>

#### 1.4.5 Legislative and Other Special Mandates

##### ■ The National Trails System Act

The National Trails System Act of 1968, as amended, creates a national system of trails of recreation and preservation of outdoor areas. The Act declares that trails should be established primarily near the urban areas of the Nation and secondarily within scenic areas and along historic travel routes to provide for the outdoor recreation needs of an expanding population and to promote the preservation of and access to outdoor areas and historic resources of the U.S. The purpose of the Act is to provide the means for attaining these objectives by instituting a national system of recreation, scenic, and historic trails, and by prescribing the methods and standards by which additional components may be added to the system.

##### ■ Captain John Smith Chesapeake NHT Advisory Council

Pursuant to Section 5 of the National Trails System Act, the NPS established a 24-member advisory council on May 21, 2008 to advise on the development and implementation of the CMP, standards for erection and maintenance of markers along the trail, and the administration of the trail (see appendix B). Members include: 1) representatives of the states of Delaware and Maryland, the commonwealth of Virginia, and the District of Columbia, 2) representatives of federal agencies through which the trail passes, 3) representatives of private organizations with an interest in the trail, and 4) representatives of American Indian tribes with an interest in the trail. The advisory council meets approximately two times annually. The work of the advisory council is anticipated to be complete approximately ten years from the date of its establishment, at which time it will terminate (May 21, 2018).

### ■ **Coordination with the Chesapeake Bay Gateways and Watertrails Network**

Section 5 of the National Trails System Act, requires the NPS to administer the Captain John Smith Chesapeake NHT in coordination with the Chesapeake Bay Gateways and Watertrails Network (CBGN), as authorized under the Chesapeake Bay Initiative Act of 1998 (16 U.S.C. 461 note; 112 Stat. 2961) (section 1.2.1 above).

### ■ **Coordination with the Chesapeake Bay Program**

Section 5 of the National Trails System Act, requires the NPS to administer the Captain John Smith Chesapeake NHT in coordination with the Chesapeake Bay Program authorized under section 117 of the Federal Water Pollution Control Act (33 U.S.C. 1267) (see section 1.2 above).

### ■ **Executive Order 13508 – Chesapeake Bay Restoration and Protection**

The Chesapeake Bay Protection and Restoration Executive Order (E.O. 13508) recognizes the Chesapeake Bay as a national treasure and calls on the federal government to lead a renewed effort to restore and protect the nation's largest estuary and its watershed. E.O. 13508 Part 7 §701(b) identifies the Captain John Smith Chesapeake NHT as one of several programs with which coordination should occur regarding the E.O.'s recommendations for 1) expanding public access to the Bay from federal lands and 2) options for conserving landscapes and ecosystems in the Bay region. In May 2010, the *Strategy for Protecting and Restoring the Chesapeake Bay Watershed* was published.

## **1.4.6 Other Legislative and Policy Requirements**

The *NPS Management Policies*, Section 9.2.2.7 (NPS 2006b) and a number of federal laws, acts, and executive orders vital to the NPS also guide management of the Captain John Smith Chesapeake NHT (see appendix O). Collectively, these policies and laws ensure that management actions taken along the trail are consistent with servicewide goals to protect resources and to provide opportunities for visitors consistent with the purposes for which the trail was established. In addition, the laws of the states of Delaware and Maryland, the commonwealth of Virginia, and the District of Columbia apply to management of trail-related resources.

## **1.5 Planning Issues and Concerns**

### **1.5.1 Scoping**

Scoping is an early and open process to determine the breadth of environmental issues and alternatives to be addressed in a NEPA document. Scoping is used to identify which issues need to be analyzed in detail and which can be eliminated from in-depth analysis. It also allocates assignments among the interdisciplinary planning team members and/or other participating agencies; identifies related projects and associated documents; identifies permits, surveys, consultation, and other requirements; and creates a

schedule that allows adequate time to prepare and distribute the environmental assessment/assessment of effect for public review and comment before a final decision is made. Scoping efforts include any public, staff, interested agency, or any agency with jurisdiction by law or expertise – for example, the State Historic Preservation Officer, the Tribal Historic Preservation Officer, the U.S. Fish and Wildlife Service, etc.

As required pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended, the NPS has conducted a variety of scoping activities throughout the planning process. Scoping occurred internally with the NPS staff and externally with other public agencies, partner organizations, CBGN partners, and the general public. The objectives of the scoping process are to obtain information regarding:

- the issues related to management of the trail
- the range of management alternatives that should be considered in the CMP to address those issues
- the range and nature of impacts that should be used to evaluate and compare alternative management actions

External scoping included a variety of public involvement activities beginning early and continuing throughout the CMP planning process. Major events included:

- the NPS posted and has maintained an announcement regarding the status of the CMP on the trail website
- the NPS hosted eleven open house workshops in late 2007 and early 2008 during development of the trail's *Interpretive Plan* (NPS 2009a) to gather ideas from CBGN partners; federal, state, and local government officials; historians; American Indian tribal representatives; journalists; outfitters; tourism officials; and business owners (the comment period remained open from November 5, 2008 through January 15, 2009)
- the NPS hosted eight open house meetings around the Bay with the public in the fall of 2008 to gather ideas from individuals and communities on how the trail should evolve (the comment period remained open from September 23, 2008 through November 7, 2008)
- the NPS hosted eight open house meetings around the Bay with the public in the fall of 2009 to gather ideas from individuals and communities on the proposed trail management alternatives (the comment period remained open from October 12, 2009 through December 1, 2009)
- the NPS hosted eight meetings around the Bay with stakeholder groups (including tribal representatives) in the fall of 2009 to gather ideas from individuals and communities on the proposed trail management alternatives
- the NPS issued press releases and invitations to public open house workshops and stakeholder meetings to local newspapers

### 1.5.2 Issues and Concerns

Project scoping and public workshops identified a range of issues and concerns relevant to the future development and management of the Captain John Smith Chesapeake NHT. These issues and concerns fall into seven broad categories:

- visitor experience and use
- resource identification and protection
- American Indian cultural heritage interpretation
- public access
- partnerships
- trail location and marking

Trail planning, management, and development underlie these issues and concerns. Different approaches will be needed to address the complexity of the trail's landscapes and waterscapes, the variety of the ways John Smith and his crew experienced the waters and people of the Bay region, the different levels of development in the region, and the recreation potential of different segments. The NPS planning process requires a consistent management approach to provide continuity for visitor experience and use. Management of the trail by the NPS will include coordination of resource identification and protection, trail marking, visitor experience and use, partnership and volunteer development, compliance with existing laws and regulations, and support for the trail's advisory council. Issues related to trail planning, development, and management identified through scoping relate to the following:

- NPS administrative presence, experience and capacity, and the need for a comprehensive approach to trail management
- the need for flexibility in trail management given the diversity and size of trail
- the need for trail management to enhance not replace local tourism initiatives

#### ■ Visitor Experience

Visitor experience and use are guided by the interpretive themes and by specific visitor experience objectives that are fundamental to the public understanding of the trail and its resources. Determining effective tools that can be used consistently throughout the trail provides for a seamless visitor experience. Effective partnering is needed to provide a variety of visitor experiences and emphasize the power of special places to illuminate trail-related stories and make meaningful connections with trail visitors. Visitor experience and use issues identified through scoping relate to the following:

- new technology and interpretive media

- direct connections with natural environment
- eco-friendly experience
- non-motorized boat launch sites and campsites
- variety of visitor services

The quality, location, and variety of the interpretive media along the trail will greatly influence the visitor and trail user experience. The application of new technologies will be important to effectively reach all potential audiences. The trail's interpretive plan (NPS 2009A) will guide how visitor experience issues are addressed, as will further coordination with partners and subsequent refinement of interpretive and educational content.

Public comments regarding visitor experience emphasized the desire to make direct connections with the natural environment. Comments referenced not only the beauty of nature but a desire to understand nature and how ecosystems worked. Understanding the evolution of the Bay over time was something that many respondents thought would provide a better understanding of the natural systems that impact the Bay's ecology.

While many respondents stressed an eco-friendly, nature-oriented experience, some responses expressed the desire for a slightly different experience. Suggestions for organized study tour boats with an emphasis on John Smith's experience and significance, and the desire for an all-inclusive family experience are the exceptions to the nature-oriented desired visitor experience.

Public comments regarding visitor use and access focused on facility development and emphasized the desire for campsites, in particular eco-friendly or primitive campsites. Several comments emphasized non-motorized (kayak and canoe) launch sites, water trail use, and the use of certified eco-guides and facilities. An additional suggestion made was to designate connector water trails that have ecological or historical ties to the Bay. Additional concerns included the perceived need for more public restrooms and food service, consideration for aerial tours from small airports, and development of hike/bike trail and equestrian trails.

Critical to the success of the trail is coordination with the US Fish and Wildlife Service National Wildlife Refuges. These refuges have some of the greatest extents of evocative landscapes along the trail. Work with other state, local and non-governmental partners will be coordinated through the highly successful CBGN program, as required in the trail's enabling legislation.

#### ■ **Resource Identification**

Cultural and natural resources important to the Captain John Smith Chesapeake NHT need to be identified, evaluated, experienced, and protected as a part of an effective management strategy. Resources evoking a

landscape encountered 400 years ago need to be identified and protected. Protection must occur in a manner that is respectful of private property rights and modern American Indian and descendent groups' identity and cultural practices. Resource protection issues identified through scoping relate to the following:

- identification of significant cultural and natural trail-related resources
- enhancement of the public stewardship ethic
- American Indian cultural heritage interpretation and protection
- protecting resources while maintaining private property rights and working cooperatively with willing owners

Conservation of areas as part of the historic trail requires the involvement of willing private property owners. Public and private property owners may be eligible for technical or financial assistance. The federal government is authorized to acquire land and/or preservation easements, based on the CMP, through dedications, donation, or purchase from willing sellers to protect significant trail segments, viewsheds, and resources.

Significant natural, historic and scenic or cultural landscapes are associated with the water trail. Public comments received during the scoping meetings reflect an awareness and concern for the natural beauty of the area and concern regarding the way recreation and tourism expansion may impact these resources. Additional comments recognize the teaching opportunities that the trail could provide, and the potential to enhance a sense of stewardship for the resources through interpretation and education.

One participant expressed concern over the apparent lack of connection to resources associated with John Smith's journals and experience. Concern was raised over the need to include things that will make the trail more than strictly a boating, touring, and camping experience. Some comments emphasized the need to show the natural history or the evolution of the Bay environment over time, citing this as a powerful teaching tool and means of engaging visitors as resource stewards.

Public comments received regarding American Indian cultural resources and heritage expressed concern about commemorating John Smith and English colonization that resulted in the tribal lands being stolen and the displacement and eradication of native communities. Comments also indicated that the trail is seen as an opportunity to teach the general public about American Indian cultures and modern communities. An additional concern is the need to protect sites and artifacts significant to the American Indian communities and not create new opportunities for pot hunting and the desecration of sacred sites.

## ■ **American Indian Heritage**

One of the purposes of the Captain John Smith Chesapeake NHT is to share information about Chesapeake Bay American Indian cultures and societies from the 17<sup>th</sup> century. John Smith's journals and maps describe the people and places he encountered in the area, but present a decidedly one-sided perspective. Additional information can be gained from the archeological record, some of which support Smith's accounts. The combination of these two source documentation, however, do not provide a complete picture of these complex and robust societies.

American Indian heritage issues identified through scoping relate to the following:

- stories of American Indians of the 17<sup>th</sup> century Chesapeake exists in popular mythology
- majority of tribes have been forcibly relocated, isolated, or killed
- modern Indians and descendent groups still exist in the area
- well researched accurate information is needed to provide respectful interpretation and an authentic visitor experience

The legends of Pocahontas, Powhatan's daughter, and John Smith have become American popular cultural mythology. These stories come from Smith's own writings and are not regarded as factual by scholars, or American Indians. Relying on existing popular perceptions misrepresents American Indian cultural heritage and deprives visitors of an authentic experience.

Although the English colonization of the area, which was advanced by John Smith's exploration, resulted in the near extermination of American Indians and their culture in the Bay area, modern Indians communities still exist along the trail. The Commonwealth of Virginia has officially recognized several tribes and although not recognized by state or federal governments, viable communities of modern Indians and descendent groups exist in Delaware and Maryland.

An ethnographic study or consultation with the 19 tribes and descendant groups along the trail is being undertaken and will form the basis for ongoing consultation. This work will include a brief history of the tribes or groups, and focus on landscapes that are important to their cultural identify. A more accurate understanding of American Indian culture will inform interpretation and advance visitor understanding and resource protection initiatives associated with the trail.

## ■ **Public Access**

States within the Chesapeake Bay region have fostered boating access sites and facilities by partnering with local governments and nonprofits to leverage funds for these projects. Monies allocated to states through the Dingell-Johnson and Pittman-Robertson Acts have traditionally been used to purchase properties and develop them for motorized boating facilities. Many areas along the trail are thought to have insufficient



soft or non-motorized landing sites for canoeists and kayakers. As part of the CMP process, the NPS has worked with states to assess the access points that are most useful and appropriate for trail users, and areas where there is the potential for improving access to the trail.

Public access issues identified through scoping relate to the following:

- enhanced access to water
- access needs must include non-boating public
- access for recreation makes trail relevant
- more access creates more connection to the Bay
- balance increased access with land conservation and history

Currently the trail is a network of water trails and is primarily experienced by boat. In some areas, roads that follow the historic water route are marked as an auto tour to provide non-boaters the ability to experience the trail and to provide connections between segments.

Public access to the trail includes not only access to boat ramps and soft landing or launch sites, it also includes access to viewsheds, interpretive opportunities, designated auto routes, and hiking/biking trails. Opportunities to increase access are created on the local level by nonprofit groups and associations, such as the James River Association, Sultana Projects, and the Nanticoke Watershed Alliance. Where access to recreational resources along the trail intersects with possible public access to cultural resources, it is vital that protective measures be put in place to avert possible damage. New access sites will be on publicly owned land and the protection of resources on or near these sites will be assessed on a case-by-case basis. Approaches to protection could vary from engagement and education through public archeology programs to restrictions on access to sensitive resources.

Access to the trail needs to incorporate protection of landscapes evocative of the early 17<sup>th</sup> century and provide visitor experiences that encourage the development of an environmental stewardship ethic. Design standards for low-impact development, linkages for alternative transportation trail connections and opportunities for tangible access to the natural beauty of the trail can create authentic experiences that resonate with trail users and encourage an appreciation of the Bay's estuarine ecosystems.

States, local governments, and non-profit organizations have developed an extensive number of public and private boat ramps, piers, landings, marinas, and marked navigation channels, along with protected anchorages. In addition, a number of boating and paddling service providers exist throughout the Bay and tributaries. Areas that have insufficient access or services need to be determined and future potential development needs to be assessed. Site carrying capacity and monitoring methodology is needed for developing future management strategies.

## ■ Partnerships

The *Captain John Smith Chesapeake National Historic Trail Feasibility Study/Environmental Assessment* (NPS 2006a) recommends that the NPS administer the Captain John Smith Chesapeake NHT based on its established administrative presence in the Chesapeake Bay area, interpretive experience, the capacity to support and administer cultural resource management programs, and a demonstrated track record with national historic trails. The need for partner involvement and close coordination is also emphasized.

Partnership issues identified through scoping relate to the following:

- identifying partner organizations needed for success
- coordination to avoid duplication of efforts
- build on existing CBGN network and success
- coordinate on-ground site management with partner agencies

Trail planning, development, and management will require partnerships on the ground at sites and along water trails around the Bay, as well as an overarching friends group that will assist with the many activities required to plan, develop, and manage the trail.

A friends group would be a highly effective partner in supporting and collaborating with the NPS. A friends group could assist with many functions that are vital to the trail, complementing and supporting the trail administration and management efforts of the NPS, such as advocacy, fundraising, trail planning, land protection, and others.

The Chesapeake Conservancy now assists the NPS with many of these functions. Ongoing coordination between the NPS administration of the trail and the initiatives of the Chesapeake Conservancy will be critical to avoiding duplication of effort and maintaining consistent messages and product.

The Chesapeake Bay Gateways and Watertrails Network (CBGN) is an extensive partnership of parks, refuges, museums, historic sites and water trails around the Bay watershed. The NPS provides overall coordination of the CBGN, and financial and technical assistance, in consultation with its many partners. The CMP will help define the role CBGN can serve to help fulfill the trail's purpose and identify the sites and water trails belonging to the Network that can further advance the desired visitor experiences and resource protection agenda for the Captain John Smith Chesapeake NHT.

Many projects and programs of the trail's federal, state, and local government partners benefit the trail and many government agencies share an interest in the trail's potential for education, recreation, heritage tourism, and natural resource conservation. NPS needs to collaborate with these partners to make optimum use of the benefits they offer for planning, developing, and managing the trail. The U.S. Fish and

Wildlife Service is a major trail partner with whom future collaboration has the potential to offer trail experiences at numerous national wildlife refuges around the Bay. A MOU between NOAA and the NPS was signed in 2008 that commits both agencies to work closely together on further developing and managing the trail, the Chesapeake Bay Interpretive Buoy System (CBIBS), and the CBGN. The states are important partners through management of sites along the trail and through resource protection programs that benefit trail-related resources. The NPS is already working with many different agencies and jurisdictions within the states of Delaware and Maryland, the commonwealth of Virginia, and the District of Columbia including natural resource management and protection agencies, state parks, tourism offices, and state historic preservation entities. States are major providers of public access to the trail and in providing auto routes and trails also providing access to the trail.

Many local communities along the trail are tourist communities seeking to protect the resources and the visitor experiences that sustain a tourism economy. The trail offers another attraction for visitors with potential to support a tourism economy. These communities are important trail partners because they have the potential to provide the facilities and services that support visitor use of the trail.

Certifying guides and encouraging development of more tour companies and outfitters along the trail would facilitate access to the trail and enhance opportunities for visitors. It would also create local jobs and enhance the local tax base. Trail management needs to include collaboration between the NPS and these local communities and businesses to explore trail-related business development opportunities.

#### ■ **Trail Location and Marking**

The current map referenced in the 2006 “Captain John Smith Chesapeake National Historic Trail Designation Act” was developed to trace Smith’s voyages based on his map and journals. The route has not been assessed for navigability and portions of the routes run through military areas that are restricted. Other areas have established dedicated water trails that need to be acknowledged and incorporated into the trail. As water trails are developed through local jurisdictions, often in cooperation with the CBGN program, markers and signage are being developed.

A uniform trail insignia marker has been developed and uniform orientation and interpretation panels and design guidelines are in the process of being developed. These efforts will help provide consistent branding and visitor experiences for the trail. Trail marking and signage issues identified through scoping relate to the following:

- adjusting the trail map
- use of the NPS arrowhead and Captain John Smith Chesapeake NHT insignia marker on signage
- accommodating partner logo and signage
- coordinated signage

- marking the trail on water (especially navigable routes) and land
- new technologies for marking the trail

The CMP planning process and work done by partner agencies since 2006 has revealed some discrepancies in the voyage route map that should be addressed. Smith 's route near Fredericksburg, Virginia, Mockhorn Bay on the Easter Shore of Virginia and Maryland's Kent Island may not be accurately depicted in the current map. Work done by the National Geographic Society provides additional routing information that should be considered when adjusting the trail route map.

Preliminary signage planning has stressed the need to have the NPS arrowhead and the Captain John Smith Chesapeake NHT insignia marker on trail signage. The NPS brand is desired by partner organizations as a way of affiliating themselves with a resource of national significance. The trail is important for visitors to understand the network of partners and to associate individual sites with broader interpretive themes that will enhance visitor understanding of the trail's significance.

As a partnership project, the trail needs to approach signage and trail marking in a manner that accommodates other signage and interpretive markers. Too many images and messages can result in disorientation and confusion for visitors. The development of suggested design guidelines will allow for an organized display of information that will have enough consistency to represent the trail as one unit with many individual elements.

### **1.5.3 Impact Topics**

Based on the issues and concerns identified during scoping, specific impact topics were developed to focus the environmental impact analysis. Impact topics are resources of concern that could be affected, either adversely or beneficially, by the range of alternatives presented in this EA/AE. The use of specific impact topics allows comparison of the environmental consequences of each alternative based on the most relevant topics. The impact topics are based on federal laws, regulations, and Executive Orders, NPS Management Policies 2001, and NPS knowledge of limited or easily impacted resources. Following is a list of the impact topics retained for analysis, with a rationale for their selection, as well as a list of impact topics that were dismissed from detailed analysis, with the rationale for dismissal.

#### **■ Impact Topics Retained For Analysis**

The CMP/EA includes an analysis of potential environmental consequences of three action alternatives and the continuation of existing management alternative. The following impact topics that are retained for detailed analysis in the CMP/EA include:

- aquatic resources
- threatened and endangered species
- terrestrial resources
- archeological resources

- historic structures
- ethnographic resources
- cultural landscapes
- trail access
- visitor experience
- socioeconomics
- trail administration and management

These impact topics are trail resources and values that would be impacted by implementing any of the alternatives. They reflect the issues and concerns raised during the project scoping process. Chapter 4 – Affected Environment of this document describes the resources related to each impact topic. Chapter 5 – Environmental Consequences analyzes the impacts of the actions associated with the four alternatives under consideration, as described in Chapter 3 – Alternatives.

#### ■ **Impact Topics Dismissed From Detailed Analysis**

Several impact topics were considered and dismissed from further analysis because the resources do not exist along the Captain John Smith Chesapeake NHT or because the management actions under consideration would either not impact the resources or the impact would be negligible. The rationale for dismissing each topic is provided below in section 5.2. The following impact topics that are dismissed from detailed analysis are: Compliance with Executive Order 11988 (Floodplain Management), Executive Order 11990 (Protection of Wetlands), or the Fish and Wildlife Coordination Act; Exotic/Non-Native Species; Soils; Air Quality; Soundscapes; Stream flows; Land Use; Vegetation; Energy Resources; Environmental Justice; Tribal Land Use Plans or Policies; Indian Trust Lands and Resources; Prime and Unique Agricultural Lands; Visitor Safety; Climate Change; and Museum Collections.

## **1.6 Other Plans and Programs Relevant to Trail Planning, Development, and Management**

The Captain John Smith Chesapeake NHT travels through areas of national environmental concern, outstanding recreational resources, and sites and districts of great historic and cultural significance. Many opportunities exist along the trail to collaborate with public agencies and non-profit organizations that manage a variety of programs and offer visitor services that directly support or complement the protection of trail-related resources and the desired visitor experiences along the trail.

### **1.6.1 Programs with which Trail Management is to be Coordinated**

#### ■ **Federal Chesapeake Bay Program**

The Chesapeake Bay is the focus of an intensive state/federal restoration and protection effort. In 1983, 1987, and 2000, the states of Virginia, Maryland, and Pennsylvania, the District of Columbia, the Chesapeake Bay Commission, and the U.S. Environmental Protection Agency, representing the federal government, signed historic “Chesapeake Bay Agreements” establishing the Chesapeake Bay Program partnership to protect and restore the Chesapeake Bay ecosystem.

The NPS is one of many contributing partners in the Chesapeake Bay Program. The NPS maintains a staffed Chesapeake Bay Office in Annapolis, Maryland, to coordinate NPS efforts with the Chesapeake Bay Program. NPS roles focus on: enhancing public access to the Bay and tributary waters, enhancing interpretation and communication regarding Chesapeake Bay themes, fostering citizen involvement in Bay stewardship, and assisting communities and organizations in developing stewardship efforts that advance Chesapeake Bay conservation and restoration. The Chesapeake Bay Office is responsible for managing the Chesapeake Bay Gateways and Watertrails Network, the Captain John Smith Chesapeake NHT, and the Star-Spangled Banner NHT.

■ **Chesapeake Bay Gateways and Watertrails Network (see figure 1.3)**

Established by Congress in 1998, the Chesapeake Bay Gateways and Watertrails Network (CBGN) is a partnership of parks, wildlife refuges, historic sites, museums, historic vessels, environmental education centers, information centers, byways, and water trails that provides people with opportunities for meaningful Chesapeake Bay experiences. The primary goal of the CBGN as envisioned by Congress is to foster citizen stewardship of the Chesapeake Bay. The Chesapeake Bay Office of the NPS administers the CBGN program, officially designating gateways, and providing technical and financial assistance.

Since the first gateway designation in 2000, the CBGN has grown to more than 160 designated gateways located in six states and the District of Columbia, with a combined annual visitation of more than 10 million people. The CBGN includes more than 1,500 miles of established and developing water trails. Through a memorandum of understanding with the NPS, the CBGN partners work with the NPS Chesapeake Bay Office to provide meaningful Chesapeake Bay experiences, interpret their Chesapeake connections, co-market the gateways in the network, and promote Chesapeake Bay stewardship.

In the first ten years of the program, Congress appropriated \$13,402,569, of which \$8,840,851 was awarded directly to gateways through cooperative agreements. The partners have exceeded the required 1:1 match for grant funds with a ten-year total of \$13,454,684 in matching funds and other leverage. In addition to direct financial assistance, the NPS provided more than \$4.5 million in technical assistance, marketing, and other services to improve the capacity of participating gateways to provide visitor experiences, communicate the values of the Chesapeake, and inspire stewardship.

**1.6.2 Other National Trails in the Chesapeake Bay Region (see figure 1.4)**

■ **Star-Spangled Banner National Historic Trail**

The Star-Spangled Banner NHT was established on May 8, 2008 to commemorate the people, places and events that led to the birth of our national anthem. The trail is composed of water and overland routes totaling approximately 290 miles, extending from Tangier Island, Virginia, through southern Maryland, the District of Columbia, and northern Virginia in the Chesapeake Bay, Patuxent River, Potomac River, the Patapsco River, and north to the upper Bay. Large segments of the water route of the Star-Spangled Banner

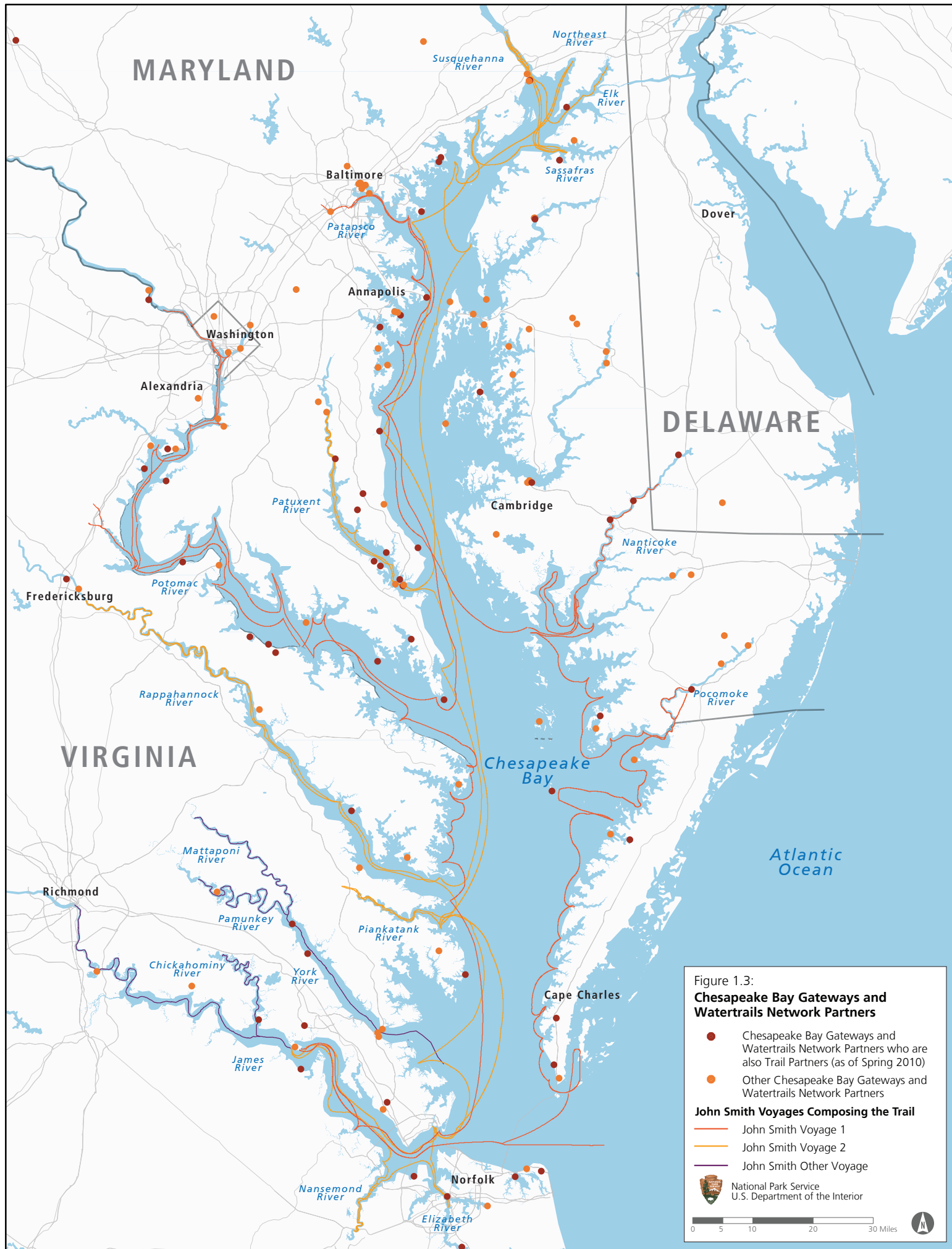




Figure 1.4:  
**National Trails in the Chesapeake Bay Region**

- Potomac Heritage Trail
- Star-Spangled Banner National Historic Trail
- Washington-Rochambeau Revolutionary Route
- John Smith Voyages Composing the Trail**
  - John Smith Voyage 1
  - John Smith Voyage 2
  - John Smith Other Voyage



National Park Service  
U.S. Department of the Interior

0 5 10 20 30 Miles





NHT overlap segments of the Captain John Smith Chesapeake NHT. Interpretive planning is underway for the trail and work is soon to begin on the trail's comprehensive management plan (CMP). The CMP planning process will explore opportunities to partner with the Captain John Smith Chesapeake NHT.

■ **Washington Rochambeau Revolutionary Road National Historic Trail**

The Washington Rochambeau Revolutionary Route NHT (see figure 1.4) – established in June 2007 – commemorates the campaign led by Washington and Rochambeau that culminated in the defeat of General Cornwallis at Yorktown, Virginia – a major turning point in the American War for Independence. The trail extends for 600 miles from Newport, Rhode Island, to Yorktown, Virginia, retuning to Boston, Massachusetts along specific land- and water-based routes known to have been used by the French and Continental Armies during the Revolutionary War. Authorization for the trail envisions “potential economies based on joint administration of the Star-Spangled Banner National Historic Trail and the Captain John Smith Chesapeake National Historic Trail”. Currently, the trail's friends groups are organized by state and funding is being sought to initiate foundation planning for the trail CMP.

■ **Potomac Heritage National Scenic Trail**

The Potomac Heritage Scenic Trail (NST) (see figure 1.4) is a developing network of trails between the mouth of the Potomac River and the Allegheny Highlands in Western Pennsylvania. Established as a national trail in 1983, and listed as of the unit of the National Park System in 1985, the trail connects outstanding natural and cultural features of the Potomac River Basin in Virginia, Maryland, Pennsylvania, and the District of Columbia. Passing through five geographic regions, the varied trail segments enable visitors to explore the origins and continuing evolution of the nation. As of mid-2009, 830 miles of existing and planned trails have been recognized as segments of the Potomac Heritage NST.

### **1.6.3 Other Federal Plans and Programs**

■ **Executive Order 13508 – Chesapeake Bay Protection and Restoration**

President Barack Obama issued Executive Order 13508 directing federal agencies to strengthen efforts to restore the Chesapeake Bay and specifically calling for more public access from federal lands to the Bay and an effort to conserve the Chesapeake's landscapes and ecosystems. The executive order directs federal departments and agencies to work with the Department of the Interior to develop a plan to expand public access to the Bay from federal land; to identify landscapes and ecosystems valued for their historical, cultural, ecological, or scientific worth; and to develop options for conserving these landscapes and ecosystems. The plan is to be coordinated with state and local agencies in the watershed, and the Captain John Smith Chesapeake NHT, the Chesapeake Bay Gateways and Watertrails Network, and the Star-Spangled Banner NHT.

### ■ **National Wildlife Refuge Comprehensive Conservation Plans**

The U.S. Fish and Wildlife Service (USFWS) manages fifteen national wildlife refuges within the Chesapeake Bay region, thirteen of which offer potential opportunities for public access to the Captain John Smith Chesapeake NHT. Most of the refuges have a comprehensive conservation plan (CCP) that describes the desired future conditions for the refuge, provides long-range guidance and management direction to achieve the purposes of the refuge, helps fulfill the mission of the Refuge System, and maintains and, where appropriate, restores the ecological integrity of each refuge. Refuge managers must prepare a CCP every 15 years, or as needed. The status of CCPs for refuges is as follows:

<b>Final CCP:</b>	Chesapeake Bay Marshlands NWR Complex (Blackwater NWR, Martin NWR, and Susquehanna NWR) Eastern Shore of Virginia (including Fisherman Island NWR) Great Dismal Swamp NWR (including Nansemond NWR) Rappahannock River Valley NWR Eastern Neck NWR
<b>CCP Initiated:</b>	Patuxent Research Refuge Potomac River NWR Complex (Featherstone NWR, Mason Neck NWR, and Occoquan NWR) Eastern Virginia Rivers NWR Complex (James River NWR, Plum Tree Island NWR, Presquile)
<b>No CCP:</b>	Garrett Island Division of Blackwater NWR (recent addition to Blackwater NWR)

The NPS has collaborated with the FWS during development of the trail's CMP to identify where potential opportunities for partnerships exist at each refuge, looking for places where the trail's stories could be told, places where there is potential for visitors to gain water access to the trail, and places where there is potential for visitors to view the voyage routes from the land. Findings of the planning process are summarized in appendix L of this CMP/EA.

### ■ **Chesapeake Bay Interpretive Buoy System**

The Chesapeake Bay Interpretive Buoy System (CBIBS) is a network of observational buoys maintained by the National Oceanic and Atmospheric Administration (NOAA) that are deployed throughout the Chesapeake Bay to observe the estuary's changing conditions and to serve as way points along the Captain John Smith Chesapeake NHT (see appendix H). In addition to real-time data on environmental conditions at its location, each buoy provides a narrative of that location at the time of Smith's voyages. Buoys are publicly accessible by cell phone and internet and support a growing education program developed by NOAA and its partners.

#### **1.6.4 Scenic Byways, Auto Routes, Trails, Heritage Areas and State Land Conservation Plans and Programs**

Along the trail a variety of federal, state, and local agencies and non-profit organizations manage many scenic byways, auto routes, heritage areas, and land conservation programs that protect trail-related resources and provide opportunities to experience the Captain John Smith Chesapeake NHT (table 1.3).

#### **1.6.5 Other Captain John Smith Chesapeake Trail NHT Studies**

- **Interpretive Plan for the Trail**

The *Interpretive Plan Captain John Smith Chesapeake National Historic Trail* (NPS 2009a) will guide the NPS and federal, state, and local partners over the next five years in efforts to 1) orient visitors to the trail's recreational opportunities, 2) interpret the trail's natural features and human history with an emphasis on contrasting the Bay of 1600 with the Bay of today, and 3) instill an appreciation of Bay resources and a sense of stewardship in all who experience components of the trail. The plan identifies key interpretive themes, describes target audiences, and outlines visitor experience goals. It recommends ways to effectively convey stories and messages, and methods to achieve visitor experience goals through educational programs (e.g., guided tours and environmental education), interpretive media (e.g., publications, exhibits, waysides, and subsites), facilities (e.g., access areas and overlooks), and visitor services.

- **Alternative Transportation Study for the Trail**

The *Captain John Smith Chesapeake NHT Alternative Transportation Study* (U.S. DOT 2010) is the first phase of alternative transportation systems (ATS) support for the trail (see summary in appendix N). The study focuses on two primary components: an ATS inventory and a regional ATS analysis. The ATS inventory identifies and maps services, facilities, and locations that may support alternative transportation access to the trail; NPS and its partners will use the inventory in future planning initiatives and as a foundation for the future development of traveler information services. The regional ATS analysis identifies transportation trends and ATS sub-regions within the trail corridor where there is a high potential for alternative transportation access to the trail, where investment in ATS improvements is viable, and where improvements in ATS service are needed. Findings reveal a few locations that have a high potential for ATS, concentrated around water bodies in major population centers and two in small towns.

- **Modern American Indian Cultures and Sites Study**

The *Modern American Indian Cultures and Sites Study* (Wood in preparation) is exploring the relationship of American Indian descendant groups associated with the trail. The study focuses on identifying the landscape features and cultural sites of significance to these groups and is exploring the extent to which their heritage is reflected in the ethnographic landscapes surrounding the modern communities where they live. The outcome of the study will be a research and consultation strategy for collaborative documentation

**Table 1.3 Other Scenic Byways, Auto Routes, Trails, Heritage Areas and State Land Conservation Programs in the Trail Vicinity**

<b>Scenic Byways</b> (see figure 2.5)	
<b>Blue Crab Scenic Byway</b> Maryland State Highway Adm	210-mile scenic byway traverses three counties and connects to Crisfield/Smith Island, Ocean City, and Assateague Island National Seashore; the scenic byway highlights the farmland, marshes, creeks, and coves which define the region's cultural landscapes
<b>Booth's Escape</b> Maryland State Highway Adm	The 66 mile scenic byway runs from Washington, D.C. to Southern Maryland. This route traces the escape route Booth took after shooting President Lincoln through Southern Maryland.
<b>Chesapeake Country Scenic Byway</b> Maryland State Highway Adm Federal Highway Adm	The scenic byway, 85.5 miles in length, runs from Chesapeake City to Stevensville and has a spur to Eastern Neck Island. Traveling through Maryland's Eastern Shore, the scenic byway highlights the working life of farmers, waterman, and merchants.
<b>Chesapeake and Ohio Canal Byway</b> Maryland State Highway Adm	The 236 mile scenic byway stretches from the Mountains of Western Maryland through farmland and forest to the tidewater outskirts of Washington, DC. The scenic byway highlights the route of the Chesapeake & Ohio Canal.
<b>Harriet Tubman Underground Railroad Scenic Byway and All American Road</b> Maryland State Highway Adm Federal Highway Adm	The 125 mile scenic byway traverses Dorchester and Caroline Counties. The route highlights Harriet Tubman's life and historic places associated with her.
<b>Lower Susquehanna Scenic Byway</b> Maryland State Highway Adm	The 33 mile scenic byway parallels both banks of the Susquehanna River from Havre de Grace to US 1 and back to Perryville.
<b>National Historic Seaport</b> Maryland State Highway Adm	Within the City of Baltimore, the 5-mile scenic byway runs from Canton to Fort McHenry. The route connects Baltimore's historic waterfront communities and highlights this rich seaport heritage.
<b>Religious Freedom Tour</b> Maryland State Highway Adm Federal Highway Adm	The 195-mile scenic byway parallels the Potomac through Charles and St. Mary's Counties. The scenic byway traverses the Southern Maryland Heritage Area and highlights many of the nation's oldest churches.
<b>Roots and Tides Byway</b> Maryland State Highway Adm	The 47-mile scenic byway starts in Annapolis and travels south through communities along the Chesapeake Bay in Anne Arundel and Calvert Counties. The scenic byway highlights the maritime roots of communities along the Chesapeake.
<b>Star-Spangled Banner Scenic Byway</b> Maryland State Highway Adm	At 106 miles in length, the scenic byway travels through Calvert, Charles, Prince George's, Anne Arundel, Howard, and Baltimore Counties. The scenic byway traces the Chesapeake Campaign route British troops took to Baltimore in the summer of 1814.
<b>Colonial Parkway</b> Virginia DOT Federal Highway Adm	The 23-mile scenic byway connects historic Jamestown, Williamsburg, and Yorktown. The scenic byway features the English colonial experience in America and exemplary American parkway design.
<b>George Washington Memorial Parkway</b> Maryland State Highway Adm	The 25-mile scenic byway parallels the Potomac in Northern Virginia. The scenic byway connects historic landmarks related to birth of a Nation.
<b>Old Georgetown Pike</b> Virginia State Highway Adm	The 12-mile scenic byway highlights a historic route dating back to prehistoric times when grazing herds followed the route to circumvent the Great Falls of the Potomac. In the 17 <sup>th</sup> century, Indians used the trail as a fur trade route.
<b>Auto Routes</b> (see figure 2.5)	
<b>Virginia Birding and Wildlife Trail – Coastal Trail</b> Virginia Department of Game and Inland Fisheries	The first branch of the larger Virginia Birding and Wildlife Trail to be developed, the Coast Trail's 18 loops traverse barrier islands, cypress swamps, pine forests and site marshes.
<b>John Smith's Adventures on the James Auto Tour – Oxbow Loop</b> Virginia DCR	The route traverses parallels the James River from Hopewell to present-day Richmond, where the falls of the James prevented Smith's river navigation.
<b>John Smith's Adventures on the James Auto Tour – Cypress Loop</b>	Along the James River, the Cypress Loop is characterized by cypress trees and wide marshes. Plantations, a wildlife refuge, and popular sportfishing areas

**Table 1.3 Other Scenic Byways, Auto Routes, Trails, Heritage Areas and State Land Conservation Programs in the Trail Vicinity**

Virginia DCR	attract boaters to the area.
<b>John Smith's Adventures on the James Auto Tour – Oyster Loop</b> Virginia DCR	The route loops around the James River, linking Smithfield, Newport News, Yorktown, Jamestown, and Surrey. It includes a portion of the Colonial Parkway.
<b>National Recreation Trails (land trails only)</b>	
<b>Baltimore &amp; Annapolis Trail</b> (Anne Arundel County Department of Recreation and Parks)	Located in Anne Arundel County, the 13-mile linear park provides recreational and educational opportunities to schools, churches, scout troops, senior centers, and neighborhood organizations. The trail also provides recreation for people who enjoy activities such as horseback riding and inline skating ( <i>designated 2002</i> ).
<b>Beach to Bay Indian Trail</b> Beach to Bay Indian Trail Committee	Self-guided driving tour on state and local byways from Pocomoke City to Ocean City, following patterns established by Apogonquin tribes. Ties together parks, historic sites and natural areas ( <i>designated 1993</i> ).
<b>Cross Island Trail</b> Queen Anne's County Department of Parks and Recreation	The six-mile trail corridor is part of a linear park which spans Kent Island from Terrapin Nature Park to Kent Narrows on the Chesapeake Bay.
<b>Rivanna Trail</b> Rivanna Trails Foundation	A twenty-mile rustic footpath that meanders through the natural greenbelt that surrounds the City of Charlottesville, the trail is bounded by the Rivanna River, two of its tributaries (Meadow and Moore's Creeks), and a small undeveloped mountain called Observatory Hill ( <i>designated 2002</i> ).
<b>Rock Creek Trail</b> Maryland-National Capital Park and Planning Commission – Montgomery Co.	This 18.6-mile hike/bike trail features two lakes and offers an alternative transportation route and quiet refuge for a number of communities in a diverse urban setting ( <i>designated 2007</i> ).
<b>National Historic Trails (see Figure 2.5)</b>	
<b>Star-Spangled Banner National Historic Trail</b> National Park Service	The Star-Spangled Banner NHT commemorate the people, places and events that led to the birth of our national anthem. The trail is composed of water and overland routes totaling approximately 290 miles, extending from Tangier Island, Virginia, through southern Maryland, the District of Columbia, and northern Virginia in the Chesapeake Bay, Patuxent River, Potomac River, the Patapsco River, and north to the upper Bay.
<b>Washington Rochambeau Revolutionary Route National Historic Trail</b> National Park Service	The Washington Rochambeau Revolutionary Route NHT commemorates the campaign led by Washington and Rochambeau that culminated in the defeat of General Cornwallis at Yorktown, Virginia – a major turning point in the American War for Independence. The trail extends for 600 miles from Newport, Rhode Island, to Yorktown, Virginia, retuning to Boston, Massachusetts along specific land- and water-based routes known to have been used by the French and Continental Armies during the Revolutionary War.
<b>Potomac Heritage National Scenic Trail</b> National Park Service	When complete, the 830-mile trail network will highlight the Potomac River Basin's natural and cultural features. The National Scenic Trail is a network of locally-managed trails spanning five geographic regions from the mouth of the Potomac to the Allegheny highlands.
<b>Other Major Trails (see Figure 2.5)</b>	
<b>Anacostia Riverwalk</b> NPS DC Department of Transportation	When complete, the 20-mile multi-use trail along the Anacostia River will stretch from Prince George's County to the National Mall in Washington DC.
<b>C&amp;O Canal National Historic Park</b> NPS	The 184.5-mile trail stretches from Cumberland, Maryland to Washington, DC and includes visitor centers and interpretive exhibits along the canal.
<b>Grist Mill Trail</b> Patapsco Valley State Park	The paved 3-mile pathway is located in the Avalon area of Patapsco State Park and parallels the Patapsco River. The trail connects sites of historic interest in the Avalon area.
<b>Gwynns Falls Trail</b> Baltimore City Department of Parks and Recreation	The 15-miles trail traverses significant cultural, historical and environmental sites and is Baltimore's most complete network of linear parks, as envisioned by the Olmsted Brothers.

**Table 1.3 Other Scenic Byways, Auto Routes, Trails, Heritage Areas and State Land Conservation Programs in the Trail Vicinity**

<b>Indian Head Rail Trail</b> Charles County	The 13.4-mile trail connects Indian Head to White Plains and follows an abandoned railroad corridor.
<b>Kent Island South Trail</b> Queen Anne's County Parks and Recreation Department	The 5.8-mile trails runs along Romancoke Road from Matapeake State Park to Romancoke Pier in Queen Anne's County.
<b>Lower Susquehanna Heritage Trail</b> Lower Susquehanna Heritage Greenway	When complete, the 40-mile trail will parallel both sides of the Susquehanna from the Chesapeake Bay to the new Conowingo Dam. The trail links cultural, natural, and recreation resources along the Susquehanna in Harford and Cecil Counties.
<b>Elizabeth River Trail</b> City of Norfolk	Built on a railroad right-of-way, the 1-mile trail follows a portion of Norfolk's waterfront with harbor activities reflecting the importance of the Elizabeth River's connection to the Chesapeake Bay.
<b>Dahlgren Railroad Heritage Trail</b> Friends of Dahlgren Railroad Heritage Trail	The 15.7-mile rail trail follows the old Dahlgren Branch line from King George County to historic Fredericksburg. Currently the DRHT is private-use (permit required) while trail supporters work to open the trail as a public access Rail-to-Trails project.
<b>Martha Custis Trail</b> Arlington County Parks	The 6-mile paved trail in Arlington County extends from Rosslyn to East Falls Church where it connects with the Mount Vernon Trail. The trail is often used as a popular commuter route to Washington, DC.
<b>Mount Vernon Trail</b> NPS	The 18-mile multi-use trail parallels the George Washington Memorial Parkway and Potomac River from Theodore Roosevelt Island to George Washington's Estate in Mount Vernon. The trail links parks, preserves and historic sites.
<b>Virginia Capital Trail</b> Virginia DOT	When complete, the 54-mile trails will provide a pedestrian and bicycle connection between the first settlement in Jamestown, the Colonial Capital in Washington and Richmond. Interpretive kiosks along the route highlight historic, cultural and environmental assets along the trail.
<b>Heritage Areas</b>	
<b>Baltimore National Heritage Area</b> Baltimore National Heritage Area Assoc	Located in Baltimore City, the heritage area reflects the city's role in the state and nation's industrial, architectural, and social history.
<b>Four Rivers Heritage Area</b> Annapolis, London Town and South County Heritage Area, Inc.	Encompassing 400 miles of waterfront, the heritage area includes Annapolis, London Town and South County. The heritage area highlights the historic cultural and natural legacy of the Severn, South, Rhode and West Rivers.
<b>Heart of Chesapeake Country Heritage Area</b> Tourism Management Plan Steering Committee	This heritage area, located within Dorchester County, highlights Eastern Shore culture and landscape. Primary heritage themes include: families and traditions, working waterfront villages, Harriet Tubman and African American History, agricultural life, Dorchester history, architecture and artifacts, Chesapeake landscapes, and American Indian heritage.
<b>Lower Eastern Shore Heritage Area</b> Lower Eastern Shore Heritage Council, Inc.	The heritage area encompasses communities within Somerset, Wicomico and Worcester Counties and highlights the region's heritage tourism while focusing on conserving historic, cultural, and natural resources.
<b>Lower Susquehanna Heritage Greenway</b> Lower Susquehanna Heritage Greenway, Inc.	Located in Cecil and Harford Counties, the heritage area encompasses over 58 miles of predominately undeveloped shoreline. The area is rich in cultural and natural resources with several historic places and major recreational attractions located in the area.
<b>Southern Maryland Heritage Area</b> Southern Maryland Area Consortium	Bordered by the Chesapeake Bay and Potomac River, the heritage area is located within the Atlantic Coastal Plain of Calvert, Charles, and St. Mary's Counties. The heritage area features distinctive natural features which have and continue to attract development related to recreation.
<b>Stories of the Chesapeake Heritage Area</b> Eastern Shore Heritage, Inc.	Located within Caroline, Kent, Queen Anne's, and Talbot Counties, the heritage area highlights the natural, cultural and historic resources of the Eastern Shore.
<b>Journey through Hallowed Ground National Heritage Area</b> Journey Through Hallowed Ground	The heritage area spans four states from Gettysburg, PA, to Harpers Ferry, WV, to Frederick, MD, and ends at Monticello in Charlottesville, VA. The area includes Civil War sites, 13 National Parks, African American and American Indian historic

**Table 1.3 Other Scenic Byways, Auto Routes, Trails, Heritage Areas and State Land Conservation Programs in the Trail Vicinity**

Partnership	sites, and sites from the French and Indian War, the Revolutionary War, and the War of 1812.
<b>State Land Conservation Plans and Programs</b>	
<b>Delaware State Resource Area</b> Delaware Department of Natural Resources and Environmental Control	This program determines and designates the most important natural open spaces based upon current data related to natural, cultural and geological resources. These State Resource Areas provide highlight habitat, nature-based recreation opportunities, water resource conservation, and buffering/connection of managed public and private conservation lands.
<b>Maryland Conservation Reserve Enhancement Program (CREP)</b>	The CREP removes marginal agricultural lands from production and implements best management practices to protect water quality. Implemented best management practices include riparian buffers, bank stabilization and wetland restoration. Lands are permanently conserved through conservation easements.
<b>Maryland Forest Legacy Program</b>	The program seeks to conserve ecologically and economically significant forest lands through permanent conservation easements.
<b>Maryland Agricultural Land Preservation Foundation</b> Maryland Department of Agriculture	One of the most successful programs in the country, the program's primary purpose is to "preserve sufficient agricultural land to maintain a viable local base of food and fiber production for the present and future citizens of Maryland."
<b>Maryland Environmental Trust</b> Maryland Department of Natural Resources	The Maryland Land Trust was created to preserve open land (farmland, forest land, and other significant natural resources) through conservation easements.
<b>Maryland Program Open Space</b> Maryland Department of Natural Resources	Through stateside funds, DNR acquires parklands, forests, wildlife habitat, natural, scenic and cultural resources for public use.
<b>Maryland Rural Legacy Program (RLP)</b> Maryland Department of Natural Resources	The RLP was created to protect large tracts of cultural and natural resource lands, with an emphasis on agricultural and productive forestry lands, from encroaching development. These lands are protected through the acquisition of easements.
<b>Virginia Conservation Lands Needs Assessment</b> Virginia Department of Conservation and Recreation	The VCLNA is a "tool for integrating and coordinating the needs and strategies of different conservation interests, using GIS (Geographic Information System) to model and map land conservation priorities and actions in Virginia. The VCLNA allows the manipulation of issue-specific data sets that can be weighted and overlaid to reflect the needs and concerns of a variety of conservation partners".

of the history, culture, and landscape places of significance to each descendant group through its eyes. Through this relationship, understanding about significant landscape features and sites along the trail will be enhanced, facilitating trail management, interpretation, and implementation of protection strategies.

#### ▪ **Draft Connecting Trails Evaluation Study**

The *Draft Connecting Trails Evaluation Study* (Chesapeake Conservancy 2010) evaluates six tributaries to the Chesapeake Bay to determine their potential for designation as connecting trails. The research team, organized by the Chesapeake Conservancy, developed criteria for potential designation of connector trails based on the primary themes described in the *Captain John Smith Chesapeake National Historic Trail Feasibility Study* (NPS 2006a). The *Draft Connecting Trails Evaluation Study* examines the Anacostia, Chester, Choptank, Susquehanna, Upper James, and Upper Nanticoke Rivers and evaluates each route for the level of association with the three primary purposes of the trail. The study's discussion of these rivers

also describes the study area, research methods, and suggestions for potential interpretive sites along these rivers. Once the CMP has been completed, the NPS will evaluate the applications for these proposed connecting trails.

▪ **John Smith's Chesapeake Voyages 1607-1609**

*John Smith's Chesapeake Voyages 1607-1609* (Rountree et al 2007) is an effort to recount the full story of the Chesapeake Bay in John Smith's time. Developed for the CBGN, it is a joint project of the NPS, the Maryland Historical Trust, and the Virginia Department of Historic Resources. Its goal was to bring together the best and most current historical, scientific, archeological, and ecological knowledge of the Smith voyages through the Chesapeake region between 1607 and 1609. Written by scholars from a multitude of disciplines, the book provides an account of John Smith's exploratory voyages on the Chesapeake Bay and a description of the Chesapeake environment and its people that he encountered. The book provides a description of the land and waterways and the native people who inhabited them. It covers the Native American reaction to the invading British as well as describes how the British settlers managed to survive in the New World. An account is provided of Smith's two expeditions, drawn largely from his journals, with a reconstruction of the winds, tides, and local currents that Smith would have faced. The authors also examine the region in detail: the major river valleys, the various parts of the Eastern Shore, and the head of the Bay. Each area is mapped and described, with additional sections on how Native Americans used the natural resources available, how English settlements spread, and what has happened to the native people since the English arrived. The book concludes with a discussion of the changes in the region's waters and its plant and animal life since Smith's time.